

I-441-001

My family and I are very distressed by the thought of and disruption of the Latvian Center. This is a massively important place for us as we use the facility at least twice a week by us from school to church. It is the only location that is offering language for my children. I met my wife there baptized my family buried my grandfather... This has been for the past 40 years a huge part of my identity.

The significance of this facility has a massive historical significance to the Latvian community as it was raised by refugees of the 2nd world war. During the 50 years of occupation the Latvian culture and people have been almost completely destroyed. Most of the population does no longer speaks the language or knows the culture. Facilities like this one in Seattle USA provides a beacon of hope of what the country could be again. Relocation again will be dangerous as we will loose more members as proven by history.

Latvian come to visit center and go to the local Universities. The local community center raises money yearly for the University of Washington thru donations and rummage sales. The donations support the Baltic studies program. With out the center we would risk loosing the yearly efforts and capital needed to fund the Baltic studies program.

Thank you,

Michael

--

Michael Christopher



I-441-001

Thank you for your comments about the importance of the Latvian Center to the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Dan Dale <danieldale@gmail.com>
Sent: Monday, September 23, 2013 1:57 PM
To: Lynnwood Link DEIS
Subject: Future Light Rail station in Shoreline @ 185th

Lauren and Sound Transit Board:

Thank you for taking the time to review public input on the DEIS.

I represent a number of homeowners on the east side of the freeway in North City in the likely future station area.

I-442-001 We believe that the best way to distribute the impact of a Light Rail station at 185th is to have the parking structure on the West side of the freeway adjacent to the current parking lot at Shoreline Stadium---that is part of **Option A1**. This parking structure would not displace any houses and would divide the impact of Station East side - Parking structure West side.

A short walk from the future station - (much shorter than the walk from parking garage to current busses at the Mountlake Terrace Transportation Center) - the parking structure in this location also better serves the bulk of Shoreline traffic/population from the west side of the freeway via Meridian and 185th - as well as connecting to 200th via 5th avenue. Another future overall benefit of the structure being in this location would be to provide additional parking for events at Shoreline stadium and Shoreline Center, (depending on its future use for light rail drivers - being first priority).

I-442-002 The other key component of the benefits of **Option A1**, is that it is At Grade with less noise and visual impact to the neighborhood. This is very important to the home owners east of I-5 in the station area. This would also be a cost savings to the project as all of the options North of 185th (The Section of track from 185th to approx. 200th are At Grade.) The line could have almost all of the section from just north of 155th up to 200th At Grade! (besides the need to elevate over 175th intersection). Actually from 117th - 200th.

I-442-003 Regardless of what happens in terms of stations south of 185th - please be flexible and fluid in the design plans to consider these suggestions. The garage at 185th could be west of the freeway AND this section could be At Grade - regardless of some of the plan details that transpire to the south - stations and sections. Please take a mix/match approach and don't just stick to the options as presented. These parts of **Option 1A** could be mixed with the 'best' parts of sections south.

- Spread the impact of the station on the neighborhoods around 185th - Put the Parking structure, tucked into the hill along side the west side of the freeway.

I-442-001

Thank you for your comment stating your preference for layout of the parking garage at the proposed light rail transit station at NE 185th Street.

I-442-002

Thank you for your comment stating your preference for an at-grade alignment. The Preferred Alternative is mostly at-grade in Segment A.

I-442-003

In the Final EIS, the Preferred Alternative includes a station at NE 185th Street to the north of NE 185th Street and east of I-5. The parking garage would be located on the west side of I-5. Please see the Final EIS Chapter 2 Alternatives Considered for more detail on the Preferred Alternative.

Options to extend the station south were not advanced because the station requires a straight section, and the area to the south would not accommodate the station without more impacts.

- I-442-003** - Please put the Line At Grade! Less noise, less visual impact and the opportunity for cost savings to have long sections of track At Grade from 117th to almost 200th!
- Please consider the idea of moving/stretching the station - just a bit south - to utilize the relatively large section of unused property just south of 185th between I-5 and 5th Avenue. If the station were to 'straddle - stretch' under the 185th street bridge - it would make better use of the available space, could provide access to the station without having to cross the street (185th) and could hopefully make better use of the available footprint - decreasing the impact on the neighborhood. Please investigate using this section of available land for the Final EIS and design plans.
- I-442-004** - Please continue to work with the City of Shoreline to measure the impact a station will have on drivers cutting through North City from Lake Forest Park. Perkins Way and NE188th are narrow, low visibility, blind turn streets that will need study and mitigation. 185th in the Station area is a minor arterial that does not connect to 15th or 522 to the East.
- Please work with the City of Shoreline to slow down traffic in the station area, making it Pedestrian and Bike focused - with good, well lit, safe covered walkway from the garage and consider dropping the Speed Limit around the station area to 20-25mph. We must all work to slow traffic down in this area.
- I-442-005** - Please continue to work with the City of Shoreline to emphasize how to be successful in putting a Light Rail station into a neighborhood with minimal current (or future) opportunity for T.O.D. Sound Transit does not need T.O.D. at 185th for the Lynnwood link to be successful and meet ridership goals!
- By providing a parking garage, Buses connecting from Aurora Avenue, the Aurora Transit station near Costco and to North City - the station and the line can be successful without having lots of T.O.D. The city of Shoreline has gone beyond painting the picture of an "opportunity" for the city and have instead described the "requirement of T.O.D." when this just simply is not the case. 185th is unlike any other station currently on the Rail Line (or future stations). It is NOT on a major arterial, like 145th or 175th or 130th, or MLK Way. It is NOT in an area of already up-zoned w/commercial like on Capital Hill, the U-District, Northgate or Beacon Hill. It is NOT like the huge footprint opportunity at the Mountlake Terrace station with the current garage or future commercial development south of there along the freeway.
- What 185th IS is an opportunity for a carefully designed - neighborhood station - unlike anywhere else on the Sound Transit line. Though there may be some change with some controlled development over time - everyone needs to approach the success of the station and its impact on traffic and the existing neighborhoods with the idea that T.O.D. might not happen for quite some time - and needs to be planned very carefully. (This onus falling on the City of Shoreline of course).

I-442-004

The Final EIS Section 3.6.5 identifies mitigation measures to discourage station-related cut-through traffic. All the stations will have pedestrian and bicycle facilities to support and encourage use of those modes. Stations will be designed with safety in mind; see Section 4.14 of the Final EIS for the safety analysis.

I-442-005

Thank you for your interest in Lynnwood Link Extension and your comment regarding TOD and the NE 185th Street Station. The City of Shoreline developed a subarea plan near the proposed NE 185th Street Station that may permit some commercial development and higher density housing near the station. The subarea plan also addresses other aspects of the neighborhood including public spaces, recreation, and access.

Thank you for taking the time to read, incorporate and respond to public input.

Best regards,

Dan Dale
North City, Shoreline
206.661.6033

From: Austina De Bonte <austinad@hotmail.com>
Sent: Monday, September 23, 2013 3:19 PM
To: Lynnwood Link DEIS
Subject: Lithuanian community member on behalf of Latvian Center

I am a member of the Lithuanian-American community that regularly uses the Latvian Educational Center that would be impacted by the new Sound Transit railroad plan.

My family attends events at the Latvian center often, including:

- folk dance rehearsals for my 10 year old daughter
- singing rehearsals for my 7 year old son
- February 16 independence day celebration every year where the kids perform, the community gathers, and many congressmen and other dignitaries attend
- St. Martin's Eve party to celebrate Halloween Baltic-style!
- Spring fundraising event for the Lankas Lithuanian youth summer camp
- Lithuanian school events, which both of my children attend
- And plenty of other events and parties throughout the year...

I-443-001 I urge you to do whatever is possible to maintain access to the Latvian Center during construction, and to make it possible for us to use it productively throughout that time, with a similar amount of parking and some reasonable access both during and after the train is built. It appears that the at-grade option would likely be preferred for our needs, to minimize noise impacts long term.

I-443-002

I-443-003 Many people have reorganized their schedules, lives, even where they live based on the location of this important community building for the entire Baltic community. Relocating the Latvian Center would be a major disruption, and for many, this building holds special memories and sentimental value that cannot be replaced.

Thank you for your consideration!
austina

Austina De Bonte

I-443-001

Sound Transit plans to maintain access to the church property during project construction. Details of construction access would be defined in coordination with the church after the publication of the Final EIS, during the final design and construction planning phase.

I-443-002

Thank you for your comment. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-443-003

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Pieter De Temmerman <detemp@gmail.com>
Sent: Monday, September 23, 2013 1:24 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link DEIS comments

Dear Lynnwood Link,

I have carefully read the DEIS and have watched the September 13th Tech Talk. I am looking forward to the completion of the Northgate to Lynnwood segment of the Link. Please consider the following comments:

- I-444-001**
1. As a resident in the Haller Lake neighborhood, I am in support of the at-grade option in the segment from Northgate to 130th, along with careful mitigation of noise pollution through use of sound walls. At-grade choice is preferred to minimize the negative visual impacts and to preserve the residential landscape. As a resident of the area, noise pollution from I-5 is already an issue, and we would appreciate your help to minimize further addition to noise pollution. As for visual impacts, we are a quiet residential neighborhood where many homes are single story structures. Having an elevated track would be a bit of an eye-sore. Furthermore, I did not see any indication in the DEIS referring to adequate noise mitigation in elevated options. My worry is that an elevated track will only allow the noise to travel even further, affecting more people, inside or outside of buildings.
- I-444-002**
2. I support a station at 130th in segment A.
 3. Please consider putting in less infrastructure for cars and more infrastructure for bikes (including bike parking and safe bike lanes to reach stations).

Thank you for considering our needs and preferences. Please do not hesitate to contact me if you have any questions.

Sincerely,

Pieter De Temmerman

I-444-001

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit's policy is to mitigate moderate or severe impacts under FTA criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. The visual impacts of the project are evaluated in Section 4.5 of the EIS.

I-444-002

The park-and-ride facilities have been sized to accommodate a balance between forecasted parking demand and minimizing potential impacts created by the facility. Stations will include pedestrian and bicycle facilities.

From: jdubman@gmail.com on behalf of Jonathan Dubman
<jon@dubman.com>
Sent: Monday, September 23, 2013 7:48 PM
To: Lynnwood Link DEIS
Subject: DEIS comments supporting a Link station at 130th Street

I-445-001 I'm writing to support a light rail station at 130th Street in Seattle as part of Lynnwood Link, with or without a station at 145th Street. These are the only options under consideration that allow for frequent and direct bus connections to the Bitter Lake Hub Urban Village and the Lake City Hub Urban Village in Seattle. These hub urban villages are an integral part of Seattle's Comprehensive Plan, which itself is integral to the implementation of Washington State's Growth Management Act, an act which also guides Sound Transit.

These urban areas are well established and fast-growing multi-use urban areas. They are served today by bus lines along their principal arterials (SR 99 and Lake City Way), including Sound Transit's own Express route 522, but these buses do not connect with Link, and these intensifying commercial and residential mixed-use neighborhoods lack good transit connectivity to the rest of the destinations on the Link system.

I-445-002 Neither 130th nor 145th has excellent transit-oriented development opportunities due to the effects on the walkshed of I-5, major arterial streets and nearby parks, which is all the more reason why bus connections are so critical at this location. Even if Seattle and/or Shoreline are willing to intensify development around 145th Street, that location is too far north to directly connect the centers of these two northerly urban hubs with connecting bus service without adding travel time and permanently boosting operational expenses. Traffic related to I-5 would impede reliability of east-west bus connections at 145th Street.

I-445-003 An added benefit of a bus line connecting Bitter Lake and Lake City to Link via the 130th Street Link station is the improved direct bus connection that will be created between these two urban hubs, a connection that is lacking today. A crosstown route in this area would create transit synergies via the network effect, given existing and planned transit investments along SR 99 and Lake City Way.

There may be reasons to site a station in the vicinity of 145th Street, but if there is insufficient will or funding to create a station at both 130th and 145th Streets, 130th should take priority due to its proximity and better transit connection opportunities to the largest urban hubs in the northern section of the City of Seattle.

thank you,
Jonathan Dubman
2014 E Calhoun Street
Seattle, WA 98112

I-445-001

Your support for the NE 130th Street Station is noted. The 130th Street Station is included as an option to the Preferred Alternative in the Final EIS.

I-445-002

Thank you for your comment regarding the applicability of walk sheds and light rail stations. Sound Transit developed a walk shed and bicycle shed analysis for each station and identified barriers to each station. As you mentioned, I-5 and large parks do limit the walk shed to a station and accessing the station by transit becomes more important. The stations at NE 130th Street and NE 145th Street were assessed for future TOD and results are documented in the *Station Area Transit-Oriented Development Potential Report*, as referred to in the Final EIS, Chapter 4.2.

I-445-003

Multimodal connections to stations, including bus connections, will be refined in coordination with partner transit agencies and local jurisdictions in the Final Design phase of the project.

From: Justin Elder <jelder81@gmail.com>
Sent: Sunday, September 22, 2013 4:55 PM
To: Lynnwood Link DEIS
Subject: Comments

I-446-001 | Please include a station at NE 130th. Also, please don't make the Lynnwood extension just another commuter railroad with lots of park and rides. That's what Sounder is for. Link should be an urban rapid transit system with plenty of transit-oriented development around the stations. Station areas need housing, jobs, and shopping centers. They do NOT need massive park and rides.

Yours,

Justin Elder

I-446-001

Your support for a station at NE 130th Street is noted. Parking supply is being offered at the stations as part of a balanced multimodal access program that serves the mobility needs of the nearby communities and the region.

I-446-002

Sound Transit's TOD policy in part, states: "Assess the extent to which development of alignments, station locations, and transit support facilities affect and support implementation of Agency and Community TOD strategies." Sound Transit prepared a *Station Area Transit-Oriented Development Potential Report* that provides details about each station area and how it might (or might not) support future development. Section 4.2 on Land Use includes information on the plans of corridor jurisdictions.

From: andrafreet@gmail.com on behalf of Andra Freet
<andra@andrafreetcreative.com>
Sent: Monday, September 23, 2013 10:37 AM
To: Lynnwood Link DEIS
Subject: Save the Latvian Community Center - Lynnwood Link DEIS

To the Sound Transit team-

I-447-001 I thank you for giving the Latvian community a chance to voice our concerns about the Lynnwood light rail encroaching onto our property, making it impossible to access our community center.

I am urging you to come up with some other solutions that would deter you from harming our most special center, as this unbelievable place can never be replicated nor replaced.

I am a first generation Latvian, who grew up attending the Latvian church and Saturday school. There I made friendships that have lasted my entire lifetime, I have found a sense of community with so many people from all generations who fled Latvia to find a safe and free place to live and build their families. Now I am proud to say that my 4 yr.-old son is attending this very same school so that he may experience the same friendships and strong community that I did when I was younger. He just attended his first class this past Saturday, September 21st and said he had the greatest day, that it was even better than his regular pre-school. That says a lot, considering he loves his American pre-school. It brings me SUCH joy to be able to pass down the language and culture to my kids, and I cannot even express to you what a tragedy it would be for us to lose this place for our children's use. Without this gathering place for the Baltic communities we run the risk of losing members and losing touch with our Latvian roots.

I hope that you have the heart to come up with a solution that would allow us to keep our present location in tact. Our families have already lost so much, sacrificed so much and this is not just a building, this is the heart of our community. Please don't take that away from our children.

Thank you for your time and your help in this very important matter.

Sincerely,

andra fret (36, mother of two)

pin: 206.850.6998
www.andrafreetcreative.com

I-447-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Jeremiah Fulford-Foster <akahead@gmail.com>
Sent: Monday, September 23, 2013 1:54 PM
To: Lynnwood Link DEIS
Subject: Comment on Lynnwood DEIS

I-448-001 | I think the best alignment for the Lynnwood link is with the stations at 130th and 155th. There are enough "transit stations" along the Lynnwood link, one at Northgate, Mountlake terrace park and ride, as well as the Lynnwood transit station. We need neighbor station where people can easily walk to the station and keep cars off the roads

Jeremiah Fulford-Foster

Sent from my Windows Phone

I-448-001

Your preference for stations at NE 130th and NE 155th Streets is noted. The NE 130th Street Station is included as an option in the Final EIS. Station parking facility sizing and design proposals were developed to balance the need for good multi-modal connections and access to serve local communities and the region.

From: Jeremiah Fulford-Foster <akahead@gmail.com>
Sent: Monday, September 23, 2013 6:43 PM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood link DEIS

To Whom it may concern,

I am a resident of the Ridgecrest neighborhood, in south Shoreline. I would like to comment on the DEIS for the Lynnwood light rail extension; especially with regards to the proposed and currently undecided stations at 145th or 155th.

- I-449-001** • I and many neighbors in my neighborhood would like to see little to no use of parking garages, around the planned stations. It seems puzzling to us that Seattle Stations do not have planned parking garages but Shoreline Stations all have planned parking garages. In general, If there must be a garage around the station I/we would like the garage to be as unobtrusive as possible, displacing the fewest number of residents as possible. That being said I would prefer a smaller station at a 155th street and move the site of the garage, to the north side of the street and to the east of I-5, where the small church is. By doing this you displace fewer residents and you hide the garage against the freeway. You also make the garage more accessible to driving north along 1st. It's then just a short walk under the covered freeway overpass to the proposed station.
- I-449-002** • Accessibility to these stations is also a very large concern for residents in Shoreline. If people aren't able to easily reach the stations then no one is going to use them. One idea I've heard that to help make either station more accessible is a walking/bike path along the tracks of the trains against the freeway. The biggest way to increase accessibility for Shoreline residents are the chosen locations. I feel that a 155th Street Station is a better choice for our area. It has far more residents currently living within walking distance of the station. The 145th Street station only has a few neighbors living to the north east and even fewer to the west. Also as zoning restrictions change the area around the 155th station will be able to add more new housing without displacing as many current residents since both the north and south sides of the street will be open to development. In the case of the 145th Street station only the north side of the street will be open to development. this also means that any development at the station location would have to be a large condominium or apartment structures which no one in the neighborhood wants to see. The 155th Street station will also be more bike friendly since that street already has bike lanes moving in both directions. 145th Street currently has none. Finally accessing the station by car will also be easier at the 155th St station. 145th Street itself is currently being used at peak capacity. During rush hour times traffic can be backed up all the way to 15th Ave, and we are still 10 years away from having a station put in. To that even more cars from people trying to access the station and that street will be a nightmare. The only way to make that 145th Street more useable will be to widen it. With Jackson park and Lakeside School to the south the only way to widen
- I-449-003**
- I-449-004**
- I-449-005**

1

I-449-001

Your preference for a station at NE 155th Street is noted. Station parking facility sizing and design proposals were developed to balance the need for good multi-modal connections and access to serve local communities and the region.

I-449-002

Park-and-ride spaces provide access to light rail for areas transitioning from suburban to urban densities and reduce spillover parking impacts to neighborhoods. Sound Transit's design seeks to find a balance between competing interests of providing auto access to stations, potential spillover parking, and encouraging pedestrian, bicycle, and transit access to light rail stations.

I-449-003

Thank you for noting your preference for a station at NE 155th Street, rather than at NE 145th Street.

I-449-004

Your comment on bike lanes on NE 155th Street is noted.

I-449-005

The Preferred Alternative includes a station at NE 145th Street. The Final EIS analyzes potential traffic impacts in Chapter 3. All alternatives would include improvements that address traffic impacts as detailed in Section 3.6.4.

I-449-005

that street would be to take properties away from Shoreline residents, probably in the amount of 20ft or more, which would displace hundreds of local residents. Traffic at 155th Street is not anywhere as bad as 145th and in fact the street could still handle more cars and not be over used. To top it off all of 155th street could be widened by 20ft, to better handle the increased traffic do to the station, without displacing any current residents (just possible easements). Because both sides of the street could be used to widen the road, only people's yards and a small strip of two parks would have to be taken.

I hope you will take our concerns seriously, I see light rail transportation as a great remedy to our current worsening traffic problems. However, if you do not make it easily accessible, no one will use it.

Thank you,

Jeremiah K. Fulford-Foster

From: Roxanne Garzon <rxgarzon@comcast.net>
Sent: Sunday, September 22, 2013 6:39 PM
To: Lynnwood Link DEIS
Subject: Shoreline station

- I-450-001** 1) The station in Shoreline needs to be connected to other transit options. There also needs to be adequate parking. More people will use transit if there is parking nearby (as can be seen in current light rail stations by the low ridership where there are no parking spots nearby). Most residents who want to commute by train year round are going to have to park their cars, not bike, not walk. Not many people out there taking a stroll during the November-March weather.
- I-450-002** 2) 185th street is a small residential area and there are not any public transit options on that route. There are also a high number of young drivers/pedestrians using that access to the stadium for games, matches etc. Keeping those kids safe around the train station could be problematic-locate the tracks as far from the stadium as possible-kids between 13-18 are not known for their common sense.
- I-450-003** 3) 145th street seems to be the most viable option for the train station. It doesn't give as good of access to the upper areas of Shoreline, but it has better transit options, parking options, existing areas.
- I-450-004** 4) The light rail project could very easily be put in the middle of the I-5 corridor. It's flat, it's clear, and people are already able to access it easily. Other cities have done it with far more efficiency.
- I-450-005** I have one final comment. This project is very bogged down in the political process and it frustrates me that the light rail won't be here until 2023. The Panama Canal did not take that long to build!

Roxanne Garzon
Mary Kay Future Sales Director
206-432-0789
www.marykay.com/rqarzon

Check out the e-catalog:
http://ecatalog.marykay.com/us_en-us/GetLatest.aspx?d=www.marykay.com&m=rqarzon&t=Look_Book&cid=ecat_Look_Book

Inspiring women with hope that they can live their best life ever

I-450-001

Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions in the Final Design phase of the project. Sound Transit's design seeks to find a balance between competing interests of providing auto access to stations, potential spillover parking, and encouraging pedestrian, bicycle, and transit access to light rail stations.

I-450-002

Your concern for the safety of children in and around the NE 185th Street Station is noted. All light rail alternatives are entirely grade-separated in a secure, protected guideway. Further discussion of public safety is discussed in Section 2.3 for station areas and in Section 3.2.8 for analysis of transportation issues related to public safety. NE 185th Street currently has bus transit service. This transit service would integrate with the light rail station.

I-450-003

Comment noted. A station at 145th is included in the options considered in the Final EIS.

I-450-004

The proposed construction of rail in the middle of the I-5 corridor was not advanced for further consideration in Segment A. There is insufficient room to construct light rail in the median until Mountlake Terrace, and widening the roadway and moving lanes out would have similar property impacts and greater environmental impacts, particularly during construction. Additional details are provided in Final EIS Sections 2.5.1 and 2.5.2.

I-450-005

Comment noted; the project schedule reflects the time required to help

the project successfully meet requirements for federal funding approvals as well as local approvals needed for construction.

From: eric goodman <ejosephgoodman@excite.com>
Sent: Monday, September 23, 2013 5:56 PM
To: Lynnwood Link DEIS
Subject: Comments

Thank you for taking comments on the Lynnwood Link project.

I-451-001

1. I would like to express my preference for the Segment A5 or A7 alignments that include stations at 130th St. 155th St. and 185th St. This arrangement has geometry on its side. It has the best spacing between stations and the best placement of stations in the street grid for future development oriented to maximizing our transit investment. This arrangement keeps the stations away from routes that are auto dominated and makes them more central to neighborhoods. A station at 130th is critical to avoid drawing thousands of people and cars south across Northgate way everyday. If these people can board at 130th, more of them will ride and overall traffic and transit operations will be much better in the area. 155th St. will not work as well as 145th St. for cars coming from farther than 1 mile away. That is exactly why it should be chosen. You don't want to draw cars and then spend millions to mitigate the impact. You should draw the people who live close by and 155th has the best ped / bike connections. For 185th please keep everything on one side of the highway and provide adequate space for bus turnarounds.

I-451-002

2. In the B segment the station at Mountlake Terrace Transit Center should be placed East of the current garage, not in the freeway station. The walk to the freeway station is too long and will depress ridership and nearby development potential. The location of the proposed 220th St. Station should be altered slightly to go under the highway bridge on the west side of I-5. More riders would be drawn to the station if it were submerged rather than elevated at this point. The 220th St. Station would provide a good linkage with areas ripe for additional development and already hosting the densest concentration of jobs in South Snohomish County. Because many employees travel to these jobs from the North, the station may draw significantly more ridership than projected in the current study when further extensions are completed on the Link system. For that reason, even if the ST board chooses not to fund a station there at this time, it would be wise to reserve a place in the alignment for a future station to be voted on and built with ST3. This station would be the closest for many Edmonds residents and much easier for them to reach due to congestion expected to grow around Lynnwood. It has the potential to play an outsized role in shifting mode share of residents and employees in the area because of proximity to the Interurban Trail and Swift Bus Rapid Transit on Hwy. 99. Building a station at 220th St. could also relieve some pressure from intersections along 44th Ave. where residents living to the east would turn to reach light rail if it was only accessible at Lynnwood Transit Center or Mountlake Terrace Transit Center.

I-451-003

3. In the C segment, C3 is the clear winner. The impacts associated with the other two alternatives are not acceptable and would turn many light rail supporters in Lynnwood into vocal opponents of further expansion. C3 is actually closer to the core of Lynnwood's planned downtown development than the other options and would be the best site for walkability, despite

I-451-001

Your preferences for either Alternative A5 or Alternative A7 and the reasons why you support these alternatives are noted.

I-451-002

Your preferences for stations at Mountlake Terrace Transit Center and 220th Street SW, and the reasons why you support these alternatives are noted.

I-451-003

Your preference for Alternative C3 and the reasons why you support this alternative are noted. The Preferred Alternative evaluated in the Final EIS includes a modified Alternative C3, which realigns the guideway and station to better connect with the Lynnwood Transit Center.

I-451-003 proximity to the interstate. It could be designed to have direct access to the existing ped bridge that is part of the Interurban Trail and would thus avoid sending a flood of pedestrians across 200th St at 44th, 46th and 48th Aves. These are already horrific intersections for everyone, especially transit buses. If C3 is selected, the bus transit center should be moved to be proximate to the LRT station. Moving the bus bays to the SE quadrant of the site will allow better access from the highway HOV ramps with less conflicts. There should also be transit access provided at 202nd St. from 44th Ave. This would speed up trips and reduce congestion on 200th St. Also, as a mitigation, please explore extending the HOV lanes of 46th Ave. north from 200th St to 196th St. This improvement would likely reduce traffic loads significantly at 44th & I-5, 44th & 200th, 44th & 196th, 48th & 200th and 50th & 200th. In conjunction with the Lynnwood Link extension more work need to be done to provide for bus access to Lynnwood Transit Center. It is currently impossible to enter LTC from the HOV direct access ramps when coming from or going to I-405 or SR525. There is also a missed opportunity to have freeway stops on SR525 at 164th and on I-5 at 128th St. The Swamp Creek Park and Ride and Mariner Park and Ride are currently underutilized due to the lack of direct stops and ST service. The lack of stops confounds routing and forces duplicate service to be provided from Everett to the south, wasting precious transit operating funds.

I-451-004 4. Either I missed it or, The DEIS fails to account for a low parking scenario where auto parking is effectively managed and priced so that some spaces are always available, but demand is balanced by assessing to users the cost of parking provision and congestion while bicycle parking is expanded, with maintenance and sharing service also accommodated on site. Considering the cost of parking improvements and traffic mitigation proposed as part of the project, such an omission is not acceptable.

I-451-005 5. Finally, There is little discussion of the power used for train propulsion. Electric power drawn by LRT trains should not cause the region to increase generation or purchase of power from sources that are not clean and renewable. LRT should include regenerative braking and battery systems and should incorporate solar, micro-hydro or wind power generating equipment in the stations, guideway and right-of-way whenever possible.

Thank you for your time in reviewing my comments and for all the hard work that has gone into this project. I support it 100% and look forward to using Link more regularly.

Eric Goodman, AICP
8010 181ST PL SW
EDMONDS, WA 98026

I-451-004

The EIS considers the highest traffic impact with no parking restrictions at the stations. The station parking facility sizing and design proposals were developed to create balanced multi-modal access programs that serve the needs of the region as well as local communities. Parking management strategies, including pricing, may be considered in future phases of the project, based on Sound Transit Board directions for applying its system access policy.

I-451-005

The light rail alternatives are expected to primarily shift commuters from automobiles and light trucks to light rail as well as bus traffic to light rail. It is projected that with light rail, energy consumption would decrease by about a half of 1 percent as a result of mode shift as well as higher operating speeds on roadways, which would improve fuel economies for all vehicle classifications. During final design, Sound Transit would investigate methods of reducing energy use during light rail operations and construction as part of its *Sustainability Plan* and agency-wide sustainability efforts. Please see Section 4.10 of the Draft EIS for more information.

From: Bill Graffis <bgraiff1@ix.netcom.com>
Sent: Sunday, September 22, 2013 8:16 PM
To: Lynnwood Link DEIS
Subject: Please Save the Latvian Church and Community Center

Hello,
My wife and I are members of the Lithuanian community and I am writing to you to regarding the Latvian Church and Community Center. The Latvian Community generously allows our community to utilize its facilities.

Connecting with the Baltic people at the Latvian Church and community center has greatly enriched our lives here in Seattle. I have attended St Martins festivals, Independence Day Celebrations, religious worship service, funerals, and Memorial Services for the Anniversary of the Deportation of Baltic People to Siberia (some of which my wife's family endured. I participate regularly in these events at this center, and it has connected me to a community that I hold dear.

I-452-001 | Losing this great facility would impact our lives and be a great loss to Seattle. This community center is just the kind of thing that makes Seattle a multi-cultural and unique place in which to live.

I understand that construction will go forth with the rail line, but please include the following requests during construction in order to keep our Church and Center available to the community.

- Please keep access to the Latvian center open during construction, at-grade rather than the elevated options
- Please mitigate construction and post construction impacts such as dust, noise and vibration.
- Please do NOT relocate the Latvian Center. Please help us find ways to keep adequate parking and access.
- If it mandatory that that Latvian Center be relocated, please ensure that a fair price is paid and that we are able to relocate to a nearby location of the same size and accessibility

Thank you very much in advance for including these requests in your construction plan.

Sincerely ,
Bill Graffis

I-452-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Access to the church would be maintained during construction.

I-452-002

Sound Transit would mitigate dust during construction. Please refer to Section 4.6 in the Draft EIS for more details on air quality and specific mitigation commitments.

Sound Transit would mitigate noise and vibration during construction and would provide noise and vibration mitigation where feasible and reasonable. Please refer to Section 4.7 in the Draft EIS for more details on noise and specific mitigation commitments.

I-452-003

Thank you for your comments. Please see Sound Transit's full response to comment I-452-001.

From: Valdis Grauds <graudsvl@earthlink.net>
Sent: Monday, September 23, 2013 12:58 PM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church, Northgate

Dear Board,

I-453-001 I'm writing you with extreme concern about the fate of the Latvian Lutheran Church and Community Center in the Northgate area. This is a facility I helped build when I was 12 years old. My main job at that time was to help pick up trash. After its completion I attended Latvian school there in the early 70's. I also went to listen to choir concerts and watch plays. During the Cold War period, I remember going and listening to Senator "Scoop" Jackson speak about the U.S. position on Latvia with respect to the Soviet Union. For years I participated with the Latvian folk dance group as we rehearsed for various song festivals around the US and numerous trips to Latvia to perform. I have been a official member of the Latvian Lutheran Church, since my confirmation there in 1977. I was married in the Church in 1998.

Currently, I attend various functions at the church or community center numerous times per month. I purchased my house in the Shoreline area to be close to this cultural/religious center. We frequently hold events at the center that includes Latvians from up and down the West Coast. We have concerts or plays from groups from Europe, Australia and Latvia.

I would strongly urge the board to follow the suggestions/whishes of the Latvian Assoc./Church board that you have been meeting with.

As a side note, in the back of the Church is a play area for the kids that attend the Saturday Latvian school. This area is dedicated to my cousin, who died tragically, way too young. He was a student and teacher at the school. I would hate to loose access to this area.

Thanks and regards,

Valdis Grauds and family
14813 Interlake Ave N
Shoreline, WA 98133
Phone: (206)364-9434
e-mail: graudsvl@earthlink.net

I-453-001

Thank you for your personal comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Julija Heine <rankisj@gmail.com>
Sent: Monday, September 23, 2013 4:20 PM
To: Lynnwood Link DEIS
Subject: Save the Seattle Latvian Hall

I-454-001

Good afternoon,

I am a member of the Seattle Lithuanian and Seattle Latvian communities having a Lithuanian mother and Latvian father. I have attended events at the Latvian hall since I was a baby over 30 years ago and now have a child of my own that I hope will attend events at the hall.

Besides the many cultural events that include Independence Day celebrations, folk dancing practice, Latvian school, Christmas and other holiday get togethers; I've been to baptisms, memorial services, concerts, and weddings including my sister's wedding in 2009. When I graduated college my friends and I held a large party at the hall.

This year I was the director of Lankas, the Lithuanian American children's camp. We depend on events held at the Latvian Hall for our fundraising events and to build up our community.

Our communities have been struggling financially for years and we depend on the Latvian Hall as a place dear to our hearts but also as an affordable venue.

The hall is important to our communities for many reasons and while I understand the transit will come I sincerely hope you take our letters into serious consideration and work with us to find a solution that satisfies all sides.

If we must move, we need a venue that meets many needs-a church, a large hall or auditorium with a stage that can accommodate 200 people, classrooms, handicap accessible restrooms, a kitchen, pleasant grounds outside with a reasonable amount of parking and a place that is easy to find.

I know that older members of our communities live close to the hall and very much hope their needs will be considered as well.

The hall is used frequently and we hope that the hall can stay open during construction as we do not have other available venues.

Maintaining our cultural identity and passing on the traditions to our children is crucial and the Seattle Latvian Hall is the primary venue for the Lithuanians, Latvians, and Estonians to do so.

Thank you,
Julija

I-454-001

Thank you for describing the importance of the Latvian Hall to you and the Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

I-455-001

Your preference for a station at NE 130th Street is noted.

From: Joanne Ho <joanche@gmail.com>
Sent: Sunday, September 22, 2013 11:19 PM
To: Lynnwood Link DEIS
Subject: submitting comment

Hello,

I-455-001

I would like to submit comment to support the building of a link station at 130th St and I-5. If there are any questions of clarification you would like from me, please do not hesitate to let me know. Thank you for hearing my comments.

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

From: Joanne Ho <joanche@gmail.com>
Sent: Monday, September 23, 2013 1:05 AM
To: Lynnwood Link DEIS
Subject: Re: submitting comment

Hello,

I would like to submit the following additional comments:

- I-456-001** | 1. Infrastructure for bicycle parking at Northgate station and all additional stations would be beneficial.
- I-456-002** | 2. As a resident in the Haller Lake neighborhood, I support at-grade choices in the segment from Northgate to 130th with careful mitigation of noise pollution through use of sound walls. At-grade choice is preferred to minimize the negative visual impacts and to preserve the residential landscape.
- I-456-003** | 3. I support a station at 130th in segment A.
4. Please consider putting in less infrastructure for cars and more infrastructure for bikes (including bike parking and safe bike lanes to reach stations).

Thank you for considering our needs and preferences. Please do not hesitate to contact me if you have any questions.

Sincerely,

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

On Mon, Sep 23, 2013 at 8:18 AM, Joanne Ho <joanche@gmail.com> wrote:
Hello,

I would like to submit comment to support the building of a link station at 130th St and I-5. If there are any questions of clarification you would like from me, please do not hesitate to let me know. Thank you for hearing my comments.

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

I-456-001

Bicycle parking will be provided at all stations.

I-456-002

Thank you for your comment. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail noise impacts.

I-456-003

Your support for a station at NE 130th Street is noted.

Stations will include pedestrian and bicycle facilities (including bicycle parking) to support and encourage non-motorized transportation to the stations.

From: shhvellaxel@aol.com
Sent: Monday, September 23, 2013 9:34 PM
To: Lynnwood Link DEIS
Subject: Sound Transit Lynnwood Link Alternatives

Sound Transit Board Members,

My name is Jeffrey Janssen, and I have been a resident of Lynnwood for 23 years, living in the same home, raising five children. My address is 20314 56th Ave W. I live four blocks from the cross streets of 204th St SW and 52nd Ave W. After attending the most recent Sound Transit/Lynnwood Community meeting on September 14th, I was approached by seven of my neighbors and asked to write a letter to the board and express our concerns, referencing the options C-1 through C-4, Lynnwood Link Extension. I respect the endeavor, the process and obligation Sound Transit is charged with.

I-457-001

Regarding the alternatives Sound Transit presented to citizens of Lynnwood, at a meeting on September 14th, 2013, for consideration in extending Link Light Rail into our community; we believe the options labeled C-1 and C-2, to be inferior and destructive to our neighborhood and the city of Lynnwood, as a whole. Option C-3 and the additional option C-4, are vastly superior in scope and far less intrusive to the people who will be impacted the greatest.

Options C-1 and C-2, continue the erosion of our neighborhood and the very structure of the city itself. In years past, Lynnwood has been bisected by the construction of Interstate 5, which directly results in significant and constant traffic headaches moving people and services from East to West and vice-versa. The neighborhood in question, from 200th St SW to 212th St SW, and from 52nd Ave W to the Interstate has also been greatly impacted by the Lynnwood Park N Ride. In short, we cannot move along the streets without a constant stream of stagnant traffic. The end result is a much lower standard of living for the surrounding residents as well as the business owners trying to make ends meet, midst an already poor and elderly population. Options C-1 and C-2, will continue to destroy this fragile community, remove businesses from their property and customer base, as well as uproot a large number of families. The very idea that a resident of this neighborhood must remain in their home and be offered a 'view' of an elevated track and train from their living room window is repugnant.

C-1 and C-2, will obviously destroy a substantial area of existing wetlands and a small but environmentally important park. Why this is an option is beyond reason. The damage to 52nd Ave and 200th St SW will never be reversed and can't be mitigated. Certainly, along 200th St SW, from 52nd to the East entrance of the Lynnwood Park N Ride, this tree lined avenue is attractive and although heavily traveled, very inviting. C-1 and C-2, will be a permanent eyesore with far-reaching consequences to the citizens of an already low-income community.

Please consider option C-3 and the possible option, C-4. Both offer a lower dollar cost as well as a much lower cost to the immediate environment and neighborhood. The proposed Lynnwood Sound Transit Station, needs to be a 'get on, get off' affair. Any illusions that this particular station will become anything more than a hub, is at the very least, unrealistic. 'Destinations' should be reserved for future light-rail extensions, serving and supporting the Lynnwood Convention Center and Alderwood Mall. The Sound Transit Board should consider these options with concern for the citizens they serve.

Thank you;

Jeff Janssen
425-773-6682

I-457-001

Your preference for Alternatives C3 and Alternative C4 suggested by the City of Lynnwood, which are similar to the modified alternative C3 (Preferred Alternative) in the Final EIS, is noted.

The Final EIS evaluates the Preferred Alternative, and provides discussion on its potential neighborhood (Section 4.4), transportation (Chapter 3), wetland (Section 4.8), and park (Section 4.17) impacts.

From: Matt Johnson <matthew.james.johnson@gmail.com>
Sent: Monday, September 23, 2013 10:24 AM
To: Lynnwood Link DEIS
Subject: Public Comment.

I-458-001 | The 130th and 155th street stations need to be advanced to the FEIS. Bus/Rail transfers need to be one of the most important criteria when studying station siting and design.

Matthew James Johnson

Sent from my Windows Phone

I-458-001

Both the NE 130th Street and NE 155th Street Stations are evaluated in the Final EIS. The 130th Street Station is included as an option of the Preferred Alternative in the Final EIS, while 155th Street Station is not part of the Preferred Alternative. Multimodal connections to stations will be refined in coordination with partner transit agencies and local jurisdictions. Section 3.2.2 of the Final EIS discusses bus transit integration with the light rail.

From: lindakask@aol.com
Sent: Monday, September 23, 2013 1:38 PM
To: Lynnwood Link DEIS
Subject: Lynwood Extension/Latvian Church

I-459-001 | I think this would be a real disservice and hardship to the Baltic community. The Estonians and Lithuanians also use this facility, and it is thus a public facility for the 3 Baltic American groups. I have been going there for 40 years -- to church, to public holiday and commemorative celebrations, and for private celebrations like weddings and funeral memorials. Lack of access, plus the noise and vibrations, would mean the end for these uses, and result in the end of these vibrant communities since they have nowhere else to go that is large enough. Would you do this to any other cultural group? I doubt it.

Linda R. Kask
206 232 9388

I-459-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Violeta Kelertas <kelertas@uic.edu>
Sent: Monday, September 23, 2013 3:53 PM
To: Lynnwood Link DEIS
Subject: Latvian Center

I-460-001

As part of the Lithuanian-American Community organization, I am dismayed that the center of our cultural activity is in jeopardy. The numerous members of the Baltic community and their friends from other ethnic and American groups in Seattle and from the whole world attend meetings, concerts, commemorations and various other activities at the Center which is geographically ideally located for our events. As an affiliated professor at the University of Washington, I go to the Center several times a month, as does my daughter's family, living in North Beach with her husband and two young children--in fact, they go even more often than I. They participate in folk dancing, singing, Christmas party with Santa, egg-dying at Easter, Saturday school and other activities too numerous to mention. I go to other events, many of them educational or cultural. The Center is a focal point of many of our civic and cultural meetings and lectures and it would be an incredible loss for our extended communities, if the building and parking lot were to become unuseable for us. Currently the Center has a very comfortable layout, and great facilities with church, various halls, kitchen, and room for all our and other organizations' needs.

This is the result of the efforts of many people over many years and cannot be allowed to go to waste.

Although we are aware that the rail line extension is a valuable project and will be of benefit to many, I hope that a way can be found to minimize the impact on the Latvian Center at all times, during construction and in the future. I would like to state my preference for the at-grade option as leaving us a workable parking lot. Of course, I am very concerned that the Center and its surroundings remain open and useable during construction. I am sure that a workable solution can be found and appreciate any and all efforts to accomodate our needs. The Center is one of the bonuses and delights of living in Seattle for many.

I thank you for your attention and wish you all the best in your difficult but judicious deliberations,

Violeta Kelertas PhD
Affiliate professor UW, Scandinavian Department,
20110 21st Ave NW
Shoreline WA 98177

I-460-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Access to the church will be maintained during project construction. Mitigation measures will eliminate or minimize impacts during construction.

From: Pat Kenney <patkenney00@hotmail.com>
Sent: Sunday, September 22, 2013 11:45 PM
To: Lynnwood Link DEIS
Subject: DEIS Comments

From: Pat Kenney
14824 Densmore Ave N
Shoreline, WA 98133
[Patkenney00@hotmail.com](mailto:patkenney00@hotmail.com)

Please sign me up for project email updates.

Thank you for this opportunity to respond to the Draft EIS for the Lynnwood Link Extension. I believe the increased transit options will add a great deal to Parkwood neighborhood and all of Shoreline. My major concern is for safety and the environment.

- I-461-001** Safety includes not only at the stations but in the near vicinity and access routes to the station. This includes good lighting that lights the intended space and does not cause excess light to residents, neighborhoods, or parks. Sidewalks are necessary for the access to the station to allow for wheelchairs, strollers, and luggage. Intersections must have good crosswalks, be well lit, and have pedestrians separate from vehicles and have accommodation for slow walkers, and have good signage prior to the approaches. The traffic lights need to be timed to reduce the frustrations that cause pedestrians to race through traffic across streets and drivers to pull into a clogged intersection.
- I-461-002** Land Use: I realize some homes will be purchased or property reduced and that the owners will be appropriately compensated and assisted to find alternatives. This is for the good of many more. I am concerned that lands that are habitat for migratory birds be replaced in as close proximity as possible with similar fauna. There is concern that sandy soil (around Ridgecrest Park) if disrupted could put homes above in danger, and that bog land (Ronald Bog and vicinity) could also impact homes.
- I-461-003** Economy: A station at NE 155th would be closer to local business in Shoreline, and closer to the Aurora Square Retail/Condo complex envisioned for 155th near Aurora.
- I-461-004** Neighborhoods: There will be spillover traffic on neighboring streets which must be mitigated for with circles or other speed control measures.
- I-461-005** Visual and Aesthetic Resources: Trees and vegetation removed should have new greenery which will mitigate both the noise and the lack of view.
- I-461-006** Air Quality & Greenhouse Gas Emissions: There should be adequate turn around for buses and for safe drop off of riders in order to reduce idling time and emissions.
- I-461-007** Noise and Vibration: Sound barriers can be living rather than cement which vibrates sound back and forth.

I-461-001

Sound Transit will work with jurisdictions and local communities to determine the most appropriate treatments to provide for safe and effective pedestrian access to and from the station for pedestrians. Sound Transit will build ADA-compliant pedestrian facilities fronting the station areas and roadways that are reconstructed as part of the project. It would be a local responsibility to complete sidewalk links away from the station. Section 4.14 of the Final EIS discusses safety.

I-461-002

Sound Transit's *Sustainability Plan* promotes the establishment of native vegetation. The revegetation plan for this project will emphasize the use of native plants.

During preliminary design, Sound Transit conducted geotechnical borings and detailed soil analysis to inform and refine potential design and construction approaches to avoid potential impacts. At Ronald Bog Park, the preferred alignment will be located on the east side of the freeway. Because of the distance of the project from the park, the construction and operation of light rail are unlikely to affect the soils below the park. See Section 4.11 of the Final EIS for the discussion of geology impacts.

I-461-003

Your comment is noted.

I-461-004

Sound Transit will mitigate for traffic impacts caused by the project at intersections that will operate at levels of service below standards.

I-461-005

- I-461-008** | Ecosystem Resources: Permeable pavements for sidewalks and driveways would minimize runoff. The additional traffic to and from the station will produce more toxins getting into the ground water. The effect should be mitigated from getting into the waterways nearby (streams, creeks, ponds, and bogs). Solar technology should be used for lighting and signaling as much as possible.
- I-461-009** |
- I-461-010** | Station Amenities: There should be drinking water and restrooms at the stations. There should be adequate handicap parking, as well as space for scooters and other mechanical means of transportation which help riders get to the stations without using cars. These should be close to the station, especially where the parking garage is at a distance.

See Section 4.5.6 in the Final EIS for discussion of the potential visual impact mitigation measures.

I-461-006

Stations are designed to provide adequate access and turn around for buses and for safe drop off of riders. See Appendix F for the project's conceptual plans.

I-461-007

Your comment is noted.

Vegetation offers limited noise abatement value. At least 100 feet of dense foliage that contains leaves year round is needed to provide up to 3-dBA reduction. However, a 3-dBA reduction in noise is barely perceptible to most people. Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.

I-461-008

Managing stormwater is a priority for Sound Transit. The project would be designed to comply with all federal, state, and local regulations, controlling potential risks to water resources through project planning, design, and the application of required best management practices. In addition, Sound Transit requires all projects to consider low-impact development (LID) methods, such as permeable pavement, as a first choice for stormwater treatment (Design Criteria Manual, July 2012).

I-461-009

During final design, Sound Transit will investigate methods of reducing energy use during light rail operations and construction as part of its *Sustainability Plan* and agency-wide sustainability efforts.

I-461-010

Sound Transit station designs do not include public restrooms, partly for health and safety/security reasons, and drinking fountains are not standard features of the current system's light rail stations. The stations will include pedestrian and bicycle facilities to support and encourage the use of nonmotorized transportation to the stations.

I-462-001

Your preferences for Alternatives A3, B2A, and C3 are noted.

From: Harold Key <keyharold@hotmail.com>
Sent: Monday, September 23, 2013 4:44 PM
To: Lynnwood Link DEIS
Subject: Lynnwood EIS

To Whom it may concern,

I-462-001 Please select the B2A Eastside to Mountlake Terrace Transit Center to Westside with 220th Street SW Station.

Alternative B4 is the worst alternative as it destroys a brand new improvement.

I would also prefer A3 and C3.

Thanks,

Harold Key
22705 58th Avenue West
Mountlake Terrace WA 98043

I-463-001

Your preference for Alternative C3 is noted. The Preferred Alternative in the EIS is a modified Alternative C3.

From: karen andersen <andkin4@yahoo.com>
Sent: Monday, September 23, 2013 2:39 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link

To Whom it May Concern,
I am a resident of South Lynnwood one block west of the proposed Lynnwood Link route for C1 and C2. I am opposed to these proposed routes for the following reasons;

I-463-001 C1: - C1 is the most invasive and disruptive route of the three. It would take out far too many homes, displace many Lynnwood residents, completely change the dynamic of quiet neighborhoods, and potentially ruin an F4 designated wetlands. This is seriously a bad plan.

C2- - C2 is even more harmful the valued wetlands and park. This plan would destroy the wetlands and wildlife. It would never return to it's current pristine condition. It would also bring the train through quiet neighborhoods needlessly and take out a large engineering complex.

C3- Is definitely the least damaging route for the local residents and the wildlife of the wetlands not to mention keeping the spirit of Lynnwood conservation alive. You see we are more than just a mall and a freeway exit. We are a thriving harmonious group of diverse neighborhoods, small businesses, ethnic restaurants and civic minded people. We like our city.

I urge you to select option C3 as the route for the Lynnwood Link.
Thank you.

Karen Kinman
5308 202nd Pl SW
Lynnwood, WA 98036

From: Wknedlik@aol.com
Sent: Monday, September 23, 2013 4:53 PM
To: Lynnwood Link DEIS
Subject: Comment on DEIS for the Lynnwood Link Extension proposal

Sir or Madam:

Major inadequacies in the nominal DEIS for the Lynnwood Link Extension proposal are patent in several essential areas, including at least those five critical-to-fatal defects identified hereinafter.

I-464-001 Highly adverse impacts on the state highway system by the proposal at issue are inadequately addressed to fulfill central requirements of the Washington Administrative Code, including explicit legal responsibilities to examine negative impacts thereon, so as thereby to yield a legally deficient nominal DEIS due to failures to meet minimal adequacy requirements for any acceptable DEIS, pursuant to WAC 197-11-440, *via* analyses of "reasonable alternatives" and of "costs of and effects on public services," inclusive of "roads" specifically.

The nominal DEIS also fails to analyze pivotal legal limitations imposed upon the proposal, both pursuant to the WAC provision cited *supra* and also otherwise, due to inadequate evaluations of: (2) insufficient funding resources available to the proponent to pay full and fair market value for extensive state highway rights-of-way required for the proposed project as is indisputably required legally by the 18th Amendment under the Washington State Constitution following our state Supreme Court's decision on September 12, 2013 in *Freeman v. State*, ___ Wn.2d ___ (2013); (3) planned reliance upon financial resources from an anticipated federal full funding grant agreement in a fashion squarely contrary to legally mandatory application of Sound Transit's "subarea equity" obligations to allocate federal grant funds across all five subareas so as to benefit East Link equitably; (4) further planned reliance upon debt financing far beyond said agency's \$800 million maximum limit upon total long-term debt for the project at issue pursuant to statutory contract obligations that it squarely undertook, legally, to obtain any taxing authority from King, Pierce and Snohomish counties, including Pierce County's incorporation of said legal limitations into its authorizing ordinance; and (5) clear lack of adequate parking within the City of Seattle for the Lynnwood Link Extension to operate as a part of a reasonably functional light rail system.

Respectfully yours,

Will Knedlik

I-464-001

Your comments are noted. Sound Transit and FTA have prepared a legally sufficient Draft EIS and Final EIS pursuant to NEPA and SEPA. Both documents contain reasonable alternatives (see Chapter 2) and discussion of the potential impacts of the project on environmental resources (Chapter 4), and the highway system (Chapter 3).

The Lynnwood Link Extension is part of the Sound Transit 2 system expansion that voters approved in 2008. Sound Transit's financial plan assumed some federal funding as well as voter approved sales, motor vehicle excise and rental car taxes, state and federal grants, passenger fares, and bond proceeds.

From: rima kulikauskas <rimakuli@yahoo.com>
Sent: Monday, September 23, 2013 4:09 PM
To: Lynnwood Link DEIS
Subject: save the Latvian Center!

I-465-001 I am writing with a concern about the construction plans for the Lynnwood link extension. I strongly urge you to keep the Latvian Center (11710 3rd Ave N.E., SEATTLE, WA 98125) open during construction, specifically the at-grade option, not the elevated option. Please do everything you can to keep the Center open after construction as well.

I am a member of the Lithuanian-American community. We use the Latvian Center regularly throughout the year for miscellaneous cultural events. My family specifically uses the Center for weekly folk dance lessons and for summer camp planning meetings. We go to holiday parties which foster connectivity in our community. We attend our annual Independence Day event, with guests from the region, as well as other cities and states, and even from Lithuania. I am also a member of the charity group Daughters of Lithuania, which hosts many events there, including fundraisers and memorial services. The Latvian Center is just the- central to our lives. Please consider the impact of any changes you make during and after construction!

Thank you for your time,

Rima Kulikauskas
7345 18th Ave NE
Seattle, WA 98115

I-465-001

Thank you for describing the importance of the Latvian Center to you and the Lithuanian-American community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

From: Paul Kulits <drpaul@kulitsortho.com>
Sent: Sunday, September 22, 2013 3:25 PM
To: Lynnwood Link DEIS
Subject: Effect of Lynnwood Link on the Seattle Latvian Cultural Center and Church

Dear Members of the Board,

I-466-001 I am writing to you with the hope that you will consider choosing the route option that is the LEAST disruptive to the existence and operation of the Latvian Cultural Center and Church just north of Northgate.

I am a first generation Latvian-American and have lived in the Seattle area since 1992 when I moved here from the East Coast. The Latvian Center has been my home away from home and has allowed me to continue participating in the cultural activities that I enjoyed growing up in New York and Connecticut. In addition to attending church services, I am a member of the choral group "Sigulda" and we use the Center for weekly practices and regular performances. I am a member of the student fraternity "Beveronia" and we use the center for our meetings. My young son just started Latvian School this month and will spend several hours every Saturday learning about Latvian traditions, folk songs, and language (which his mother and I speak at home). In addition to these main uses of the Latvian Center, we also attend dance performances, lectures, concerts, films, weddings, and dinners.

The Seattle Latvian Center is the hub of a great number of events that help preserve the culture of our parents and grandparents. Any disruption to its operation (even temporarily) would negatively affect the important work that is done there.

I hope that the board will choose a route that will minimize impact on the Latvian Cultural Center. Thank you for your time.

Sincerely,

Dr. Paul Kulits
Everett, WA
425-210-1462 (cell)

I-466-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the region's Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: katrina luters <katrinaluters@me.com>
Sent: Sunday, September 22, 2013 6:44 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Extension

To whom it may concern,

I-467-001 Please save the Latvian Community Center and Church. It is the hub of the Latvian/American community and all Latvian cultural and religious activity in Seattle. It has been built up over many many years by the community and it would be an inestimable loss that would be very hard, if not impossible, to replace.

Thank you,

Katrina Luters

I-467-001

Thank you for describing the importance of the Latvian Community Center and church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Tanya Marcy <tanyamarcy@gmail.com>
Sent: Monday, September 23, 2013 1:14 PM
To: Lynnwood Link DEIS
Subject: ATTENTION: In Support of The Seattle Latvian Evangelical Lutheran Church/Center

Hi, there!

I recently heard about the possible extension of the light rail through The Seattle Latvian Evangelical Lutheran Church/Center from a good friend of mine who is of Latvian heritage and has been part of the Latvian community her entire life. I know my e-mail is last-minute, but I really wanted to lend my support to the Center. :)

I don't live in Seattle, so the Church/Center doesn't affect me directly. But I do know how important Latvian culture is to my friend, and that she not only spends a lot of time at the center itself but also works to bring cultural experiences such as those shared there to communities outside the Seattle area. I believe it's important to do our best to preserve our multi-cultural opportunities, and I'm sure the Center means just as much to a lot of other people in the area, too. So I hope that a compromise can be made so that they can continue to access the Church/Center alongside the new light rail plan.

Thank you for listening! I appreciate your time.

--

~Tanya

[stickTnotes](#)
[Twitter.com/sticky_t](https://twitter.com/sticky_t)

I-468-001

Thank you for your comments about the Seattle Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: imants <imants.mohseni@gmail.com>
Sent: Monday, September 23, 2013 3:11 PM
To: Lynnwood Link DEIS
Subject: Symbols of Latvian Freedom

To Whom It May Concern:

I-469-001 I am writing to you because I have just learned the unfortunate news that the Latvian church and community center in North Gate is in danger of being torn down or a similar fate in order to make way for a light rail system.

While I recognize that local governments must do an extraordinary balancing act when planning such necessities as mass transit, it is my hope that I can appeal to your sense of appreciation for what exactly this place means and what it stands for.

I could discuss at length about what amazing services that the place currently offers, or how much it meant to our grandparents, refugees from the war, to build such a center. But I'm sure that others haven't already written at length about this. Instead, I'm going to tell you about what this place symbolizes.

Living on the East coast, in cities such as Washington, DC, Boston, New York and Philadelphia, one actually gets to immerse oneself in our Nation's history, including the revolutionary war. A lot of that history is enshrined in many of the historic buildings and structures that dot the cityscape as well as the countryside. Many of these buildings, such as the Carpenters' Hall in Philadelphia, are not historic only because they're old. They're historic also because they played such a pivotal role in shaping our history. In the case of Carpenters' Hall, it is the site of the meeting of the First Continental Congress. No history lesson needs to be given as to how important the Continental Congress was.

Much the same way that the Carpenters' Hall continues to stand to this day because it was so instrumental in helping to enshrine the fundamental groundwork of this Nation, including our many liberties and rights that we cherish so dearly, our Latvian center continues to stand in large part because it served as a stalwart in Latvia's existential fight against Soviet aggression. As long as that building has stood, Latvians and their allies have had a place to convene.

Not just for the sake of fraternity and community, but also for the sake of planning and action. The Latvian struggle for independence was long, and it was hard, but the sweet nectar of freedom and liberty from the Soviet yoke meant that it was worth it.

It is a little known fact that many Latvian organizations, such as the American Latvian Youth Association (<http://alja.org/en/about/>) received seed money for their founding from the CIA. These organizations were on the front lines in organizing the people into action and bringing awareness to the Baltic plight. These organizations were of such vital importance to not only Latvia's continued existence, but also to U.S. national security and foreign policy interests that the American intelligence apparatus helped to prop them up. And these same organizations have hosted countless meetings, conferences, conventions and congresses; many of them at this very Latvian center under question.

Today, Latvia stands free, but the shadow of Russian power is long, and it is dark. Latvian centers such as this one serve as a daily reminder of what it took to stand free. They also offer a place to go in case Latvian freedom is ever threatened again. And this last part is important, because many Russian polls consistently list Latvia as a top

I-469-001

Thank you for your comments about the need for the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-469-001 | enemy of the Russian state. Because of this, Latvia and Latvians must always remain vigilant, and we will always need the Latvian center.

Carpenter's Hall in Philadelphia, because of its roll in our history, will essentially never be in danger of a mass transit system ruining its historical integrity. Considering this Latvian church and community center's historical context, it should not be too much to ask to extend it a similar respect.

Warmest regards,

Imants Mohseni
Germantown, MD

From: ROCASCADE@aol.com
Sent: Sunday, September 22, 2013 6:23 PM
To: Lynnwood Link DEIS
Subject: Lynnwood link for Sound Transit input

Sound Transit,

I have attended the recent Lynnwood meeting for information on the proposed Transit link up in Lynnwood and would like to put forth my input.

I-470-001

C#1 and C#2 cause most disruption and ecological damage. C#3 avoids much disruption but is in conflict with the existing transit offramp and the Lynnwood Treatment plant that needs to be enlarged.

The proposed amended C#3A (C#4) is the best of all proposals; it avoids most disruption, Environmental damage and places the off load in a favorable location. It will also be in the best location for further rout direction in the future... I commend the Lynnwood Engineering Department for thier C#3A (C#4) proposal.

Sincerely,
-Roger Oborn



Lynnwood area resident

I-470-001

Your preference for Alternative "C#3A" is noted. "C#3A" is a modified version of Alternative C3 that was developed by the City of Lynnwood.

The Preferred Alternative for this project, as described and evaluated in the Final EIS, includes Alternative C3, modified from what was shown in the Draft EIS so that it better connects with the Lynnwood Transit Center, preserves more re-developable area, and further minimizes wetland and stream impacts to the extent feasible.

I-471-001

You comments are noted. The station a NE 185th Street will have bus transit, pedestrian, and bicycle facilities to support and encourage other modes of transportation than cars.

From: Ieva Ohaks <ieva@pandorahouse.org>
Sent: Tuesday, September 24, 2013 12:17 AM
To: Lynnwood Link DEIS
Subject: Sound Transit station @ NE 185th St

Dear Transit Planners...

I am writing in regards to the proposed station at NE 185th St in Shoreline.

I-471-001 I am very pleased at the prospect of a station quite convenient to my home. Looking at the possible station orientations and facilities I note particularly the proposed parking solutions.

The most useful placement for parking for people using the light rail is on the East side of the freeway, as close as possible to the station itself. The most useful configuration is a structure rather than a strictly ground-level lot.

If the parking lot is too far, for example on the West side of the freeway, or the secondary lot proposed for the 10th Ave NE open space, people will not want to walk. Anyone with a mobility challenge or material to carry would find the trip daunting.

In order to serve the purpose of increasing the use of mass transit instead of single-occupant cars, the system must be convenient and easy to use. If people have to walk far, or drive around looking for a place to park, they will choose to drive instead.

Thank you for considering this opinion.

Sincerely,

Ieva Ohaks

17810 3rd Ave NE

Shoreline, WA, 98155

206-362-9252

ieva@pandorahouse.org

From: Aivars Osvalds <aeosvalds@gmail.com>
Sent: Monday, September 23, 2013 12:30 PM
To: Lynnwood Link DEIS
Subject: ATT: Lauren Swift RE: Latvian Center

Dear Sound Transit officials:

I-472-001 I am writing from Washington, DC in support of the movement to resolve the issue regarding the possible displacement of the Latvian Church and Center because of the northward expansion of the Sound Transit line.

My wife's family has been actively involved in the Latvian community through theater, folk dance, choir and Latvian school since they arrived in Seattle in the early 1950's. My late father-in-law was president of the Latvian Organizations of Washington State for more than 10 years.

We were married at the church and celebrated our wedding at the center. In our 35th year of marriage we still maintain close ties to the Latvian community in Seattle and many of my wife's childhood friends remain our closest friends. Our children have become friends as well. The common thread in these relationships is the cultural, academic and spiritual experiences and bonds that the Center and its community have provided. We have a similar Latvian Church and Center here in Washington DC which bonds our community together as well.

Endangering the Center is not the same as, for example, a church being demolished and the parishioners simply asked to move to another church. There is no other Latvian Church or Center in the Seattle area that holds all of its functions in the Latvian language and maintains the traditions of our Latvian heritage. It is hard to imagine all that would be involved to develop a new location.

The Center is the heart of the community and losing it would indeed be the loss of our community as we know it. I hope that our letters will address both the hearts and minds of the Sound Transit Board and move them to seek an alternate solution perhaps something as simple as having the line traverse I-5 at some point before the location of the Latvian Center.

Kind regards,

Aivars Osvalds
Scarlett Berkolds Osvalds
Laura Osvalds Kalnins
Grant Osvalds

Washington, DC.

I-472-001

Thank you for describing the importance of the Latvian church and center to your family and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Jana Pelekis <jana.pelekis@gmail.com>
Sent: Monday, September 23, 2013 7:26 PM
To: Lynnwood Link DEIS
Subject: Seattle Latvian Evangelical Lutheran Church

To whom it may concern.

I am very concerned about the impact of the light rail on my Latvian Cultural Center at 11710 Third Ave. N.E. Seattle, WA 98115

I-473-001 For almost 30 years, the Latvian Center has been an integral part of my life. Growing up, I went there every Saturday to learn Latvian culture and language. My father was forced to leave his country when he was just a young boy. The Latvian Center allowed him to stay connected with his roots and people, and also allowed my sister and I to learn the language and culture. Words cannot express what this meant to our family. I have so many memories from the center. I love it so much, that I decided to get married there this last summer. I would be deeply saddened if this was taken away from our family and community. It would be so sad to think that people who were forced to leave their country, would now years later be forced to loose their cultural center as well.

Jana Pelekis

I-473-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Joseph Petkus <juozpet@hotmail.com>
Sent: Monday, September 23, 2013 4:42 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Effects on the Latvian center

Good afternoon

I-474-001 As an active member of the Lithuanian-American Community in Seattle since moving here in 1978, I have regarded the Latvian Center as a home-away-from-home. Without immediate family here, the Center has provided a means of gathering with our extended family of local Lithuanians and fellow Balts, the Latvians and Estonians, to celebrate our rich ethnic heritage, enjoy happy events and commemorate the sad ones. The Latvian Center plays a critical part in maintaining our quality of life and wealth of our cultural diversity in the Pacific Northwest.

I understand that the region must move forward in developing alternate transportation schemes to the automobile and that the Latvian Center sits along the route devised for Sound Transit's light rail line between Lynnwood and Northgate. From my perspective as an engineer, the "at-grade option" would certainly be the most economical in terms of simpler construction complexity, lower long term maintenance costs and overall safety than the "elevated option".

Regardless of the final scheme, I respectfully request that all potential impacts on the functionality and viability of the Latvian Center during and after construction be carefully identified, evaluated and resolved well before breaking any ground at the Center. Significant impacts would include:

- preserving access to the Center
- minimizing noise, dust, runoff and other environmental hazards
- maintaining parking space quantity that the Center's users require

The possibility of relocating the Latvian Center (as was done once before) would unfairly impose punishing burdens on all the members of the Latvian, Lithuanian and Estonian Communities in this region and should not be considered a viable option in these difficult economic times.

In your reviews, determinations, planning and execution of this project please bear in mind the spirit of a simple door sign in my Boeing office conference room -

I-474-001

Thank you for describing the importance of the Latvian center to you and the Baltic community.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Sound Transit will avoid or minimize project impacts as described in the EIS: Section 4.6 (air quality), Section 4.7 (noise), and the rest of Chapter 4. The project would modify the church's parking, but the supply would be maintained.

I-474-001 | "PLEASE LEAVE THIS PLACE IN THE CONDITION YOU FOUND IT OR BETTER". I would hope that Sound Transit will first try to make things better.

Sincerely,

Joseph G. Petkus

From: Cynthia Phillips <sintija815@hotmail.com>
Sent: Sunday, September 22, 2013 9:34 PM
To: Lynnwood Link DEIS
Subject: Latvian Church and Community Center

Importance: High

Dear Pat McCarthy,

I-475-001 | *I am writing to you in deep concern about the possible destruction of the Latvian Center and Church. The Latvian Church and Community Center is a historical building for the Latvian Community because it was designed and built by the Latvian Community. This building cannot be replaced. Because of these buildings have been the center of the Latvian community for over 40 years many elderly Latvians have established there homes within walking distance. Historical events are held at this Church and Community Center that allows the Latvian, Lithuanian and Estonian culture to flourish. Not only is this a Latvian historical building but, many other communities relies on this location for important events some examples are: Latvian Fraternity meetings, Latvian, Estonian and Lithuanian celebrations, Baltic Studies program meetings and fundraisers, Church, Latvian dance groups, weddings, presidential visits, school for the children, group meetings, choir, cultural celebrations etc. The Baltic community has a very rich culture and importance of history and traditions.*

The many people rely on this historical building to continue the culture of Latvian, Lithuanian and Estonian cultures. If this building is destroyed or access is limited to this historical site the culture of the Latvian, Lithuanian, and Estonian will be endangered.

Do not allow the historical Latvian Church and Center to be destroyed. The Latvian people have worked endlessly to build a center that provides the Baltic's a historical location to continue the culture. If you allow this to occur a historical building will be lost and culture of the Baltic Community.

Paldies-Thank you,

Cynthia Phillips

I-475-001

Thank your for describing the importance of the Latvian Center and Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-476-001

Your preference for "Alternative C4" proposed by the City of Lynnwood is noted. The Preferred Alternative evaluated in the Final EIS is a modified version of the City of Lynnwood's proposed "Alternative C4."

From: Sandra Phillips <mumsee8@hotmail.com>
Sent: Monday, September 23, 2013 1:06 PM
To: Lynnwood Link DEIS
Subject: Lynnwood transit center

I-476-001 Dear Sound Transit,

I would like to submit my opinion for your consideration about the Lynnwood link extension. I have attended a lot of meetings and open houses and have come to the conclusion that the proposed Alternative link C-4 seems the best option to me. I have read the city of Lynnwood staff comments about the DEIS and think they have done a good job and bring up a lot of good points. So I would like to see Sound transit look at the C-4 alternative. I am very happy that transit will finally be coming to Lynnwood and appreciate all the opportunity for the public to find out information on it. Thank you.

Sandy Phillips
4116 189th PL SW
Lynnwood WA 98036

From: Kirk Pittman <kirkpittman@me.com>
Sent: Sunday, September 22, 2013 10:04 PM
To: Lynnwood Link DEIS
Subject: Comments Regarding Lynnwood Link Light Rail and Latvian Church and Center

Greetings,

I-477-001 While only recently introduced to the Latvian community, it became abundantly and immediately clear what a positive and critical impact the Latvian Lutheran Church and community center has on the generations of Latvian-Americans in King County (and beyond) that use and depend on it.

Talk, and better yet, listen to young and old tell stories of people renewing and being strengthened by their faith, children being educated, families and friends meeting at a long-since familiar place, a strong culture being preserved, and I'm sure you'll agree that this is not simply another building whose disposition can be determined quite so easily.

While all in greater Seattle certainly understand the importance of light rail, we ask that all consideration and effort be given by Sound Transit to not just minimizing the impact of light rail, but ensuring that the Latvian Lutheran Church and community center can continue and thrive in peace.

Specifically, this consideration should come in the form of:

- Actively working and consulting with the church and community center in ensuring that there are no access restrictions to the property during any and all phases of planning and construction. This should include, prior to any work being done, providing (at a minimum) an equal number of close, off-street parking spaces as currently exist.
- Construction noise being kept to a minimum.
- Construction debris/dust cleaned up regularly.
- The trains being slowed to the absolute most minimum speed as they pass by the center as to minimize noise.

I thank you for your time and consideration.

Kirk Pittman
Infrastructure Analyst
Costco Wholesale

32331 East Morrison Street
Carnation, WA
98014
425-270-7192

I-477-001

Thank you for describing the importance of the Latvian Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall, during construction and operation of the project.

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. For operation, noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. See Section 4.7 of the Final EIS for proposed noise mitigation.

Sound Transit would mitigate debris and dust during construction. Please refer to Section 4.6 in the Draft EIS for more details on air quality and specific mitigation commitments.

From: Liz Poitras <lizpoitras@hotmail.com>
Sent: Sunday, September 22, 2013 8:11 PM
To: Lynnwood Link DEIS
Subject: Comments on the Draft DEIS

Dear Sirs:

I would prefer to see a train station at 145th instead of 155th for 3 main reasons:

- I-478-001** 1) I think a station at 145th would be desirable since it would have I5 access. If other station parking areas start filling up, people will start using a different station where there is more parking. If that station is in Lynnwood, they probably would head for another station with easy access, such as at an I5 exit. That won't be the 185th station or the 155th station. If 155th starts filling up, to get to 185th, they would probably start using some smaller streets like 5th and 15th causing a lot more traffic on those roads. If the station was at 155th, then there would be no Shoreline station with an I5 access.
- I-478-002** 2) If there were a station at 155th, I would be concerned about pedestrian, and in particular, child safety due to increased traffic along 155th. Just a few blocks east of the station on 155th is Paramount Park with a picnic area and skate park right on 155th. Just a few blocks west of the station is Twin Ponds Park and a little further west is an elementary school both of which are on 155th.
- In addition, currently in the morning when school starts and in the afternoon when school ends there is a stretch along 155th in front of the school that requires traffic to slow to 20 MPH. I wouldn't want to see train riders ignoring those speed limits and putting children in jeopardy in order to catch a train.
- I-478-003** 3) If the station were at 155th, it does not seem wise having it right next to a fire station.
- I am concerned about pedestrian and bicyclist safety around the fire station. Pedestrians and bicyclists might take shortcuts getting to the train station, going through areas they should not be near in the event of a fire or emergency.
- Commuters might be annoyed because they missed a train while their car was waiting for fire engines and/or emergency vehicles. The trains will be running on schedules but fires and emergencies do not.

Thank you,
Liz Poitras
Shoreline resident

I-478-001

Your preference for a NE 145th Street Station is noted. The Sound Transit Board identified the 145th Street Station as part of the Preferred Alternative, and not the NE 155th Street Station.

I-478-002

Sound Transit will work with local jurisdictions to determine the most appropriate treatments to provide for safe and effective pedestrian access to and from the station and for students and other pedestrians around the station. See Section 3.2.8 of the Final EIS for long term safety impacts.

I-478-003

In the design and development of a station at that location, and the management of traffic serving the station, Sound Transit would work closely with the Fire Department to resolve any potential conflicts with bus and vehicle traffic to ensure that emergency response times would be maintained both during the construction period and operation of light rail. See Section 4.14 of the Final EIS for impacts and potential mitigation measures on public services, safety, and security.

From: Iwata, Roger
Sent: Monday, September 23, 2013 3:55 PM
To: Albert Priidik
Cc: Lynnwood Link DEIS
Subject: RE: Lynwood Link Light Rail

Mr. Priidik,

Thanks for your comments. I have forwarded them to the email inbox for formal comments on the Lynnwood Link Extension DEIS and they have been submitted for the public record.

Your comments are appreciated.

Regards,

Roger Iwata

*Roger Iwata, Community Outreach Corridor Lead
Sound Transit, Design Engineering & Construction Management
401 S. Jackson St., Seattle, WA 98104
206.639.4904*

From: Albert Priidik [<mailto:ennop14@cloud.com>]
Sent: Monday, September 23, 2013 3:37 PM
To: Iwata, Roger
Subject: Lynwood Link Light Rail

Dear Mr. Iwata,

I-479-001 I just wanted you to know that I am not in favor of this Light Rail extension if it means that the Latvian Church of Seattle will be destroyed. This Church has been there for many, many years and is very important to the Latvian, Estonian and Lithuanian communities. The destruction of this Church (in it's present location) is not worth the "progress" of light rail to Lynwood.

Thank you.

Albert E. Priidik
1540 S. Fairview Dr.
Tacoma, WA 98465
(253) 564-9188

I-479-001

Thank you for your comments about the potential impacts to the Latvian church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Albert Priidik <ennop14@icloud.com>
Sent: Monday, September 23, 2013 4:40 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Extension of Light Rail

To Whom it May Concern,

I-480-001

I am not in favor of the Lynnwood Light Rail extension, if it means the demolishing of the Latvian Church in Seattle. This church has been in it's present location many, many years and is very important to the Latvian, Estonian and Lithuanian communities of Seattle. Mass transit to Lynnwood is not worth the demolishing of the Latvian Church.

Please come up with another solution to Light Rail extension to Lynnwood.

Thank you.

Albert E. Priidik
1540 S. Fairview Dr.
Tacoma, WA 98465
(253) 564-9188

I-480-001

Thank you for your comments about the potential impacts to the Latvian Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Andris Pruzinskis <pruzinskis1@msn.com>
Sent: Sunday, September 22, 2013 8:21 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link DEIS
Attachments: 7867_534226503303838_1845110271_n.jpg; 67856_4936321165108_1852342293_n.jpg; Iesvetibas Laikam.png; 2009 Christmas to Mom & Martins 058.JPG; Julim Iesv Bildes 71-74074.jpg; Julim Iesv Bildes 62-65064.jpg; 2009 Christmas to Mom & Martins 108.jpg; 2009 Christmas to Mom & Martins 052.JPG; ADr 1002489_10151704265555914_252778060_n.jpg; EIS Latvian Center001.jpg

FROM: Andris Pruzinskis
11728 19th Ave. NE
Seattle , Wa. 98125
206-406-3123

To Whom It May Concern,

I-481-001 I will preface this by saying that I am a San Francisco latvian. I moved to Seattle in 1980. However, I had traveled to Seattle a number of times previously for some latvian functions, i.e. the West Coast Latvian Song Festival held in Seattle in the summer of 1975, a West Coast Latvian volleyball/basketball tournament in the spring of '75, as a member of the latvian singing group 'Liča Vēji'. Through various latvian functions up and down the west coast (Los Angeles, SF, Portland, Seattle) I did not arrive in Seattle fresh off the boat, but had a good group of latvian contacts and friends when I moved.

We call it the 'Latviešu Nams' which is the 'Latvian House'. Just like when you are growing up, your house is the center of your life and activities, parents, family, relatives, and friends. The Latvian House (and it's previous incarnation in Seattle) was and is our cultural and spiritual house where most of the area Latvians were raised in, a home away from home. Raised in by our WWII DP (displaced persons) parents, coming to America with young kids to start a new life or like me, a '50's first generation kid born in America to these Latvian parents.

Christmas service, Candlelight, Easter, the Latvian Independence Day, baptisms, confirmations, weddings, or memorial services. Rehearsals and staging for in-house Latvian theater or actual theater troupes from Latvia. The Latvian choir getting programs ready for the holidays or to travel to the West Coast Latvian Song Festivals, or the national US or Canadian Latvian Song Festivals. The folk dance group Trejdeksnitis practicing and getting ready for the same or performing at the Folk Life Festival or at one function or another at the UW. The local singing group Staburadze, the Portland singing group Dzintars, a 'friendly' basketball/volleyball match between the Seattle Latvians and the Australian Latvians as they traveled to 'Garezers', in Michigan, for the Latvian Sports games in the mid-80's..

Many an hour was spent at home as a child doing my Latvian homework, a school attended on Saturdays. Language, history, literature, catechism, latvian culture were all taught at this school. I did not find it odd that my grade school friends had Hebrew school or their Catechism classes

1

I-481-001

Thank you for describing the importance of the Latvian Church and center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained during construction and operation of the project.

I-481-001

during the week. My wife Lisa attended her last years of Latvian school at the present site of the Latvian House. Both our sons graduated from Latvian school here, at the end of their 8th grade year. With both boy's dancing in the folk dance group 'Trejdekšnitis' and now out of high school, our family of four made the first time trek to Latvia this summer for the Latvian Song and Dance Festival.

My wife and I were married here in the Latvian Church, both our kids baptized and confirmed here. Our kids did the 'Latvian' stuff, 10 years each at the Latvian summer camp 'Mežotne', now as camp counselors. They spent two or three summers at the Latvian teen camp 'Kursa'. The West Coast Latvian Education Center located outside of Shelton, Wa. was built by many of the same hands and their sons and daughters, that built our current Latvian House in the early '70's. Currently (or near) Trejdekšnitis had a spring fundraising dinner and dance program, as they headed off in July to participate in the actual Latvian Song and Dance Festival held in Riga, Latvia. The SLGA just finished their 13th Annual golf tournament at the Jackson Golf Course, with an awards and steak dinner at the Latvian House. The Latvian kid's school just started, the President of Latvia, Andris Bērziņš, just visited. In October we have the Harvest Festival brunch, also various individuals and groups are preparing for the November Christmas Bazaar, and of course the 18th of November, Latvia's original Independence day. Church services are most every Sunday, on occasion in English.

All these events are directly involved with or indirectly made possible by each and every function that goes on at the 'Latviešu Nams'. This is a place to go back to when you've been away. I can reasonably, without a doubt, say that you can apply these functions and events to just about any larger west coast city where Latvians congregate at their 'Latviešu Nams'.

Personally speaking, a yearlong interruption or a claim of Eminent Domain would be a death knell. What we have now provides sustainability for the local Latvian population, it's an attraction for out-of-towners, another facility for national or international Latvian troupes or groups. It provides fuel to run the only children and teen Latvian summer camps in the Western United States, down in Shelton. In the end it would not be good.

Thank You

- 1 - The Trejdekšnitis folk dance group that went to Riga, Latvia this summer.
- 2 - Wife and son Julijs (L), and Julijs' friend Peter working at the Latvian Christmas Bazaar last November.
- 3 - Julijs after his confirmation at the Latvian Church.
- 4 - Older son Krisjanis after his confirmation at the Latvian Church.
- 5 - My wife Lisa's confirmation at the same Latvian Church.
- 6 - Lisa's mom after her Latvian confirmation service in Seattle, before the current Latvian Church building was built.
- 7 - Krisjanis and his two best latvian friends (Alex and Modris) at 8th grade Latvian School graduation.
- 8 - Julijs and his graduating class.
- 9 - This year's Mežotne summer camp with many future Latvians of the NW. The Littlebird parents at one time were attendees when the camp was still up at Camp Waskowitz in North Bend.
- 10 - This is a 519 page book published in 2011 about the various activities, organizations, and groups that were/are a part of Northern California latvian community, basically from postwar

immigration in the 1950's onward. Theoretically you could apply this type of voluminous history to Seattle, Portland, Vancouver, BC and so on. Our parents and grandparents accomplished a lot coming here with just a couple of suitcases.

From: Krisjanis Pruzinskis <krisjanispruz@gmail.com>
Sent: Monday, September 23, 2013 7:23 PM
To: Lynnwood Link DEIS
Subject: Latvian Center- Northgate

I-482-001 The Latvian Center has been a huge part of my life ever since I was a young boy. Attending Latvian Saturday School for 10 years and meeting some of my best friends. I have participated in the Latvian dance group Trejdeksnitis for the last 3 to 4 years and this past summer we went to Latvija to dance in the Latvian song and dance festival. None of that would have happened if we didn't have our Center. It's where we can keep our culture and traditions alive. I would feel as though a piece of me would disappear if we were to lose the center. This center helps not only us but the other Baltic countries keep some traditions going. Losing the center would only weaken our community which has already been moved from our original location years ago. We may not live in Latvija this helps us keep our little piece of Latvija together.

Thanks,

Krisjanis Pruzinskis

I-482-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Brigita Rutenbergs <brigita.dzintra@gmail.com>
Sent: Monday, September 23, 2013 12:22 PM
To: Lynnwood Link DEIS
Subject: Lauren Swift - SAVE THE SEATTLE LATVIAN EVANGELICAL LUTHERAN CHURCH/CENTER

I am writing to save the Seattle Latvian Evangelical Lutheran Church/Center! When I first heard of the sound transit planning a light rail many months ago, my initial thought was that it is a good idea, and am happy that public transport is growing in America. But, when I learned further that it would possibly run through the Seattle Latvian Evangelical Lutheran Church/Center, I became sad and thus writing this letter.

I myself grew up in Los Angeles, but spent all of my summers in Washington, where there is a Latvian summer camp. Being at summer camp, from time to time, we would travel to the Seattle Latvian Center to perform the folk dances we learned, or sing, or meet other groups visiting from Latvia. Most of my Latvian friends had grown up going to the Center for Latvian school, they participate in the folk dancing group, they sing in the choir, and they go to church. I had the joy to fly up from time to time to visit their Latvian school, and attend my friends' confirmations later. I had the pleasure of being there a couple years ago again for my godson's christening.

I-483-001 I personally realize how important such a center and church is to a community - because growing up in Los Angeles, I attended both. Now I live in Norway, and can't say how much it is missed. Although there is a Latvian community here, we do not have a center or a church. It makes it a lot more difficult to regularly meet because of not having a center or a church that is easily accessible for all the cultural things. It isn't easy to find halls for the folk dance group to have their practices and performances in, it isn't easy to find rooms for the choir to meet, and isn't easy to rooms to hold Latvian school on Saturdays/Sundays...non the less to have regular church services. With not having a church and center, there is less motivation for Latvians here to meet, then less motivation to teach our children the language, the traditions, the culture. The Latvian community in Seattle has the benefits to accommodate all the needs to help the culture thrive outside of Latvia. To take away their community center and church would be absolutely detrimental.

Please find a solution that would allow the center and church to remain at the current location.

Kind regards,
Brigita Pukite

--
+47 46431176
Hafstsjordgata 29 A
0268 Oslo
Norway

I-483-001

Thank you for describing the importance of the church and community center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Ilze Pukite <ilze_p90@yahoo.com>
Sent: Monday, September 23, 2013 12:34 AM
To: Lynnwood Link DEIS
Subject: Please save the Seattle Latvian Community Center!

Ilze Puķīte
760 N 7th St., Apt. #4319
San Jose, CA 95112

Comments

c/o Lauren Smith

401 S. Jackson St.

Seattle, CA 98104

September 20, 2013

To Whom It May Concern,

My name is Ilze Puķīte, and I am writing regarding the Lynnwood Link DEIS issued July 26, 2013. It may surprise you that a comment regarding this situation is arriving from California, but I hope you will nonetheless take my opinion to heart, even though I may not be a member of your voting block. It is my sincerest hope that the time I take now, to write you from over 800 miles away, is not wasted, but helps to bring to your attention the importance of the dire situation which you have created for the Seattle Latvian Community Center.

I-484-001 The Latvian community is one of the most closely knit communities I have ever had the honor to be a part of. Our culture is a small one, and our home country of Latvia has a population just barely topping 2 million – less than a fifth the size of L.A. However, our people are strong, and united. When Latvia was occupied by the USSR, thousands of Latvian refugees fled the country, and many found safe haven in the United States. There, we found solace in each other, and vowed to keep our language, traditions, and history alive, despite the tragedies back home. To this end, we created Latvian Centers all across America – including Seattle.

I-484-001

Thank you for describing the importance of the church and center.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-484-001 These community hubs served as schools, dance centers, churches, choir halls, and homes. They host everything from Christmas bazaars to rummage sales, to folk dance performances and evenings of song. I have fond memories of the Latvian Center in Seattle, when my mom and I would occasionally drive up from Portland, where I grew up, to participate in an event or see a Latvian group performing. These centers provide so much for the communities they serve – they inspire children to take pride in their heritage, they give our seniors opportunities to socialize, and they unite us as a community.

I do not doubt for a moment that the proposed changes – whether “just” losing ingress/egress and parts of the lot, or losing the property as a whole – would be devastating to the Seattle Latvian Community. While I am absolutely supportive of public transportation expansion, I wonder if there are no possible alternatives to this. It is, quite frankly, shocking to me that this plan has gotten so far. I wonder that at no point during the propositions for this expansion did anyone think to wonder what this building was, and, if they did inquire as to its usage, did they really think it should be razed nonetheless? Were this new construction going to have to go through a 7-11, well, I think the world would be quite indifferent, as there is one on every corner. Of Latvian Centers, however, we have very little, and the community it supports would be very hard pressed indeed to find a replacement, let alone afford the move.

I sincerely hope that the efforts of our community to reach out to you do not go in vain. I am certain that we can find a solution that will no longer put the Seattle Latvian Community Center in peril, and I hope that you will take the necessary steps to protect this dearly loved fixture of the community.

Sincerely,

Ilze Puķīte

I-486-001

Thank you for your comment stating your preference for Alternative C3.

From: Douglas Resnick <dresnick1@comcast.net>
Sent: Sunday, September 22, 2013 6:14 PM
To: Lynnwood Link DEIS
Subject: Comment in favor of C3

Dear Sound Transit Board:

I first read about the proposals to extend the light rail to Lynnwood in the September 2, 2013 edition of The Seattle Times. Based on that report, I was concerned that a valuable park in my area would be damaged, when other options were available. My preference, other things being equal, would be to preserve the park as it is.

I am a resident of Edmonds, but I often visit Lynnwood, either to walk in the parks or shop at the stores. I appreciate what Lynnwood offers to Snohomish County.

I am a customer of Sound Transit. During a typical week, I ride the Sounder to Seattle five times a week; and, of course, five times back again to Edmonds. I appreciate what Sound Transit offers to Snohomish County.

I-486-001 I have examined the alternative routes for segment C of the light-rail extension, according to the DEIS, as well as the impacts listed as Potential Property Acquisitions and Displacements (Table 4.1-1). It seems clear that, beyond my preference for preserving natural areas, alternative C3 is the most practical alternative: it is the shortest, most direct route, and it affects the fewest parcels.

Please choose C3.

Thank you.

Sincerely,
Douglas Resnick

From: Sid Roberts <sidroberts2@gmail.com>
Sent: Monday, September 23, 2013 3:14 PM
To: Lynnwood Link DEIS
Subject: Comments

Dear Sound Transit Board c/o Lauren Swift,

I-487-001 I'm a resident of Lynnwood and have earnestly followed the DEIS from Sound Transit and the comments of Lynnwood citizens. I have also attended several meetings and have studied the DEIS to some degree. I favor the C3-Modified as presented by the City of Lynnwood. C1 and C2 are simply too intrusive and disruptive to our city, to homeowners, to businesses and to the ecosystem. C3 has some problems too and has the terminal too far from boarders. C3-Modified corrects many of the challenges of

With that said, I would hope that the engineers and planners keep looking at ways to perfect C3-Modified. Since the track it is a permanent structure, please make it as citizen friendly as possible to our eyes, to our ears and to the landscape. Please also take into consideration where it would need to depart if ST3 is approved and what the disruption would be there.

I-487-002 Please also take seriously the traffic impacts associated with 20,000 riders per day. I don't believe that most of them will come by bus.

Thank you so much for bringing light rail as far as Lynnwood. Overall, it will make it better for us in the long run.

Sincerely,

Sid Roberts
Lynnwood, WA 98037

I-487-001

Thank you for your comment stating your support for Alternative C3 as modified by the City of Lynnwood. This alternative was not evaluated in the Final EIS; however, elements of the alternative have been incorporated into the modified C3 Segment C alternative evaluated in the Final EIS. Please see Section 2.3 for an updated description of the refined Segment C alternatives currently under consideration by Sound Transit.

I-487-002

A traffic analysis was performed for the Lynnwood area taking into account the additional 500 parking spaces that are provided at the station as part of the project. Sound transit will work with the City of Lynnwood to provide mitigation for traffic impacts caused by the project.

From: Ed Rusis <eruis@cox.net>
Sent: Monday, September 23, 2013 1:16 AM
To: Lynnwood Link DEIS
Subject: Draft EIS comments re: Latvian Community Center & Church
Attachments: ST DEIS comments Ed Rusis.docx

September 22, 2013

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-488-001

I am commenting on the Lynnwood Link DEIS issued July 26, 2013. I am a member of the Seattle Latvian Community, whose Community Center and Church at 11710 - 3rd Ave NE in the Northgate area of Seattle, is slated to have tremendous impacts with any of the alternatives presented to date. The property would either be acquired in total or lose ingress/egress, as well as the caretaker's house and a significant section of parking and entrance areas. More significant, will be the impacts to the Latvian and other Baltic Communities – not just in the Northgate area, but all throughout Seattle and the surrounding area, and in some cases, throughout the West Coast.

The Seattle Latvian Community Center and Lutheran Church, over the last 40 years, has become the vital epicenter for preservation of Baltic (Latvian, Estonian, and Lithuanian) culture, religion, education, and social interaction in the Pacific Northwest. It has also become a political symbol, representing our success in resisting Soviet occupation, preventing "Russification", and restoration of democracy in the Baltic republics. Historically, the Center has hosted several visits from Baltic presidents, Seattle mayors, and Sen. Henry M. Jackson. The beautifully designed church, community hall, and school, are a source of pride for the Latvian community, because it was built by their own hands – their own donations, volunteer labor, and skills. Today, the Center also serves as meeting place, and source of information and "networking" contacts for new immigrants from the Baltic countries.

I was born, raised, and educated in Seattle. For me personally, the Latvian Community Center & Church greatly influenced my life, and continues to do so. My father was one of the primary Latvian activists and community leaders, that guided the development of the Center in the 1970's. The Center was intended to serve the Latvian community, and our children's children. As a teen, I worked on the construction of the church and school – as did many of my relatives and friends. As soon as the Center was completed, our family relocated from Magnolia to Northgate, so that we would be close by. As a youth, I attended the Latvian School and Lutheran Church there. During weekends, I learned the Latvian language, history, literature, religion and culture. Even while studying at the University of Washington, most of my extra-curricular activities (music, folk dancing, traditions, social events) were at the Latvian Center – regularly, several times per week.

Looking forward, if the Latvian community were to lose access to this Center - I'm not so worried about the impacts to myself – but more for the youth of the community. My loss would probably be limited to a disruption in social, cultural, and religious gatherings. For the youth, the loss will also be

I-488-001

Thank you for describing the importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-488-001

educational, and developmental – which will be unrecoverable, if the disruption due to relocation/re-construction lasts several years. Without a “home”, this gap could cause a loss of “critical mass”, and the Latvian community membership and activities could severely decline.

There is already a precedent for this kind of disruption to the Latvian community in Seattle. The first Latvian Center in the Wallingford area of Seattle was acquired by eminent domain in 1969 for the construction of a park. This first Center was a run-down, old building that had been purchased, so was perceived by some as a “call to action” – that the Latvians should build their own community center. Many still remember the difficulty in keeping the church, school, and cultural activities going in various rental spaces, during the interim years of 1969 until 1972, when the presently used Center was opened. Since the level of activities and pride at our present Center are much greater than in the past, and the same Center is also key to Estonian and Lithuanian communities in Seattle, I believe the impacts will also be much greater. This time they will be demoralizing, and devastating.

I urge the Sound Transit board members, engineers and planning committees to find a solution that allows the Latvian Community to retain its present property and location in a way that maintains its viability. If our community should be forced to relocate yet again, I feel it would be an insurmountable challenge.

Thank you for your consideration. I truly hope a reasonable solution can be found.

Sincerely,

Ed Ruis

eruis@cox.net

From: ruta BITEMAN <rutabite@msn.com>
Sent: Monday, September 23, 2013 3:18 PM
To: Lynnwood Link DEIS
Subject: Latvian Community Center / Light Rail project

Sound Transit
Draft EIS comments
c/o Lauren Swift

I-489-001 I am commenting on the Lynnwood Link DEIS issued July 26th, 2013. I am an active member of the Seattle Latvian Community, whose Center is at 11710 3rd Ave NE in the Northgate area of Seattle. The property is slated for monumental impact with any of the options presented to date.

I was born in Seattle in 1964 and I have been a part of this community and Church which has greatly influenced my life and family. It's our place of worship, community, sanctuary.

In 1969 we lost our church to eminent domain in the Wallingford area. The result of this is the present day Latvian center... it was built by the community... including my family. It is an example of what the Latvians wished their country to be: Free, open, democratic and safe. The Country of Latvia now has these rights, in part, due to centers like this where ex-pats were able to gather, discuss and even vote for change in their home country. However today, the Church and Community has grown to a size that would make it extremely difficult to move and have it survive for those it serves. Many families have relocated there over the years to be near the church and hall. The loss of the church to the elderly would be insurmountable. The loss to the youth of our community would be unrecoverable and this disruption devastating to my family, our community and the Latvian people.

For the record, I am a huge supporter of Light Rail. Having traveled throughout Europe over the years I know how important this is to our community in so many ways. We do want to see Light Rail succeed.

I do not envy you and your team in this process of evaluating the best solution. What we do need is a solution that will be the best for all involved, and that would have to include the Latvian Church and property staying there and available to its members and friends as it has for so many years.

1

I-489-001

Thank you for describing the importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-489-001 | I urge the Sound Transit board members and planning committee that allows the Latvian community to retain its present property and location in a way that maintains its viability.

Thank you for your consideration,

Sincerely,

Ruta Sankalis-Biteman

From: Andy Seglins <AndyS@vaupell.com>
Sent: Tuesday, September 24, 2013 9:18 AM
To: Lynnwood Link DEIS
Subject: Please don't displace the Latvian Church and Center!

I understand that this is a day late – our server kicked it back and I am trying again.

The Latvian Church and Center represents much more than just a church, more than just a gathering place. I grew up near Martha Lake and spent a good part of the 70's and 80's travelling up and down I-5 to the Center for Latvian school on Saturdays, folk dancing on Wednesday nights, church on Sundays, Concerts, holiday bazaars, rummage sales, men's choir... the list goes on. I was married there, I first met a US Senator there (Scoop!), I saw Lithuanian and Estonian performers there, and it has grown to be the heart of our entire extended Baltic community today. Due to service in the Air Force, I was away from Seattle for almost twenty years, but the Center today is the hub of a community as strong as what I remember from my youth.

When I was a kid, the "Latvian Community" was a homogenous, Latvian speaking community centered on its cultural connection. Today that community is just as vibrant, but the Latvian Center rings with all of the Baltic languages, as well as English (mixed with Latvian!) with visits from Baltic Studies Program students from UW, non-Latvian speaking spouses and friends. But all come to give and to get, what it is that makes this a special place in our community.

I-490-001 I would only hope that the discussions currently taking place are all focused on how best to find an amenable solution that keeps the center where it is. Displacement should not be an option. As an Engineer and supporter of infrastructure that will make our city a better place to live (including light rail), I know there has to be a solution that keeps the Latvian Center functioning as it does, where it stands, with minimal disruption. Please don't lose sight that the Latvian Center is also part of the structure that makes Seattle a great place to live.

Thanks,

Andy

Andy Seglins
Engineering Manager



Vaupell Northwest Molding & Tooling

1144 N.W. 53rd | Seattle, WA 98107

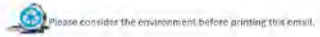
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I-490-001

Thank you for describing the importance of the church and center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.



Please consider the environment before printing this email.

From: Gleb S <tallgleb@hotmail.com>
Sent: Monday, September 23, 2013 11:58 AM
To: Lynnwood Link DEIS
Subject: Lynnwood C1/C2/C3 alternative - NO to C1

Please consider and address before making a decision regarding the Lynnwood Link Extension C1/C2/C3 alternatives:

- I-491-001** The C1/C2 alternatives proposed by the Sound Transit as possible options to route the Light Rail Link are simply unacceptable for our neighborhood community, for our beautiful local environment, and for our working business professionals. There is the C3 alternative - one that makes perfect and clear sense. The C3 alternative is the rational and responsible way to route the Light Rail Link for current and future use. Below is a list of explanations and concerns that support these statements.
- I-491-002** First and foremost, the C1 alternative is the most intrusive and the most negatively-impacting route choice. It is a very unnecessary route to follow while building the Light Rail Link. Sure, it may be closer to the "Lynnwood City Center" and it the final stop would be serving the highest amount of people within a walking distance. However, Lynnwood City Center is something that actually doesn't exist. The Lynnwood City Hall sits empty, and council sessions bring a handful of people in. The Lynnwood Pool is a destination - yet because it is more than 1 mile away from the C1's proposed final stop, it would not make a difference regarding the C1/C2/C3 final stops, as just a hundred yards that would separate these stops make no difference to those who would walk that far. As far as walkability for local residents - they will definitely NOT be the primary users of this mode of transportation. The vast majority of people who come to the current Lynnwood Transit Center DRIVE, and will continue to do so! Having a stop a few hundred yards to either direction makes no difference at all!
- I-491-003** Secondly, the current amount of high-density living, shops, businesses, and a beautiful Scriber Creek Park, designated a 4F and federally protected public space will suffer tremendously. With the C1 alternative, 77 high-density private residential units will be demolished. In our current day and age, real estate is not easy to come by in a metropolitan area, as everything is already developed. Choosing the C1 route will uproot a close-knit community of neighbors, retired seniors, young professionals, and young families. With the C3 alternative - this will be unnecessary. Furthermore, due to the fact that the C1 alternative has a route that goes directly through a single-family dense neighborhood, a lot more families will be affected by the visual, noise, and construction effects that come with this project.

I-491-001

Thank you for your comment stating your preference for Alternative C3.

I-491-002

Thank you for your comment stating your reasons for opposing Alternative C1.

I-491-003

Thank you for your comment stating the reasons you do not support Alternative C1.

I-491-004 Third - the Scriber Creek Park (as mentioned previously) is a federally - protected park. It was purchased with Futures Conservation Fund - SO THAT FUTURE GENERATIONS COULD ENJOY THIS TRANQUIL PLACE. It is a neighborhood mini-park. The C1 (and the C2) route directly negatively affects this park, its usability, and its fundamental beauty. The C1 alternative route has a plan to purchase 1/2 acre of this park - the absolute-most usable part of the park, with picnic benches, open areas for human congregations, and so on. The C1 alternative has a plan to route the Light Rail Link directly over this pristine land, thus making the park fundamentally different in every way, shape, and form. It is important to note that this park has ancient bogs, a creek that runs to Lake Washington, becoming a habitat to a vast amount of wild life. Running rail over this land, developing it during construction, and maintaining light rail above this land is unfeasible - basic understanding of this is before our eyes.

I-491-005 As the C1 proposed path continues on north - east toward its final stop, the plan would be to demolish high-density business parks, as well as one more very dangerous place - a HazMat site. The only hazardous materials site anywhere in S2 Light Rail link extension from Seattle to Lynnwood is impacted - with the C1 alternative. This is a very dangerous situation, where choosing C3 alternative will definitely avoid it.

All the aforementioned negative impacts the C1 alternative brings with it make this a very unrealistic choice to route the Light Rail in Lynnwood. Seriously consider just a small handful of concerns that come with this project, as you make the decision to build the Light Rail route from Mountlake Terrace to Lynnwood. Choose the C3 alternative when you plan to build the Light Rail in Lynnwood.

Sincerely,

Gleb Shein
tallgleb@hotmail.com
253-951-1812

I-491-004

Thank you for describing the importance of Scriber Creek Park and your desire that Sound Transit avoid impacting it. Section 4.18 describes the results of the Section 4(f) analysis Sound Transit and FTA have conducted, indicating that Alternative C1 would not be approved in its current form due to the acquisition of and impacts to the park.

I-491-005

Thank you for your comment stating the reasons why you prefer Alternative C3 over Alternative C1. Sections 4.12.2 and 4.12.3 of the EIS analyze potential impacts due to hazardous waste sites. Mitigation measures are discussed in Section 4.12.6.

From: Aleks Sils <aksils7@gmail.com>
Sent: Sunday, September 22, 2013 10:51 PM
To: Lynnwood Link DEIS
Subject: Latvian Lutheran Church

To Whom it May Concern,

My name is Aleks Sils and I have been an active member of the Seattle Latvian Community for virtually my entire life (23 years). I attended the Seattle Latvian School almost every Saturday for thirteen years as well as participated and assisted in a great number of cultural, religious, and educational events that were ALWAYS at the Latvian Hall.

I am currently a Graduate Student at Washington State University and as you can imagine I have been extremely busy, however I am taking this time to write to you and express my deep concern about the potential loss of our beloved church and center.

I-492-001 | What needs to be understood here is that the Seattle Latvian Church is not just some small church with a short history. This property has been home to many years of Latvian school, cultural gatherings, weddings, freedom celebrations, town-hall meetings, and of course a healthy following of church goers.

In fact, my parents Vilnis Sils and Rita Ridzenieks met at the Seattle Latvian Hall some 24 years ago and my Grandfather, Karlis Ridzenieks built this church. Therefore, I owe my life to the existence of this hall.

I-492-002 | I will ask you to please reconsider the current Link Light Rail route that would damage our ONE standing community center and church.

Thank you,

Aleks Sils

I-492-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

I-492-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: William Sils <wvsils@gmail.com>
Sent: Sunday, September 22, 2013 11:16 PM
To: Lynnwood Link DEIS
Subject: Effect on Latvian Center of Lynnwood Sound Transit Extension

To whom it may concern,

I-493-001

My name is William V Sils and I am a 61 year old Latvian-American currently living on Bainbridge Island. It has come to my attention that the proposed light rail extension to Lynnwood is likely to negatively impact the Latvian Center located just north of Northgate way. While I am generally in favor of providing mass transit opportunities to the public, I must caution the government entities involved with this project to keep in mind that minimizing the importance of the Latvian Center to the Baltic community would be a gross injustice.

Please add my voice to the many others that have contacted you urging care and consideration of the Latvian Center. As a community, we have a need to have a place where we can come together and maintain our cultural identity. The Latvian Center has functioned in this capacity for 50 years and should continue to do so for the good of the entire Baltic community.

Thank you for your attention to this matter.

-William Vilnis Sils
7756 NE Yeomalt Point Dr.
Bainbridge Island, WA. 98110
206-949-0363

I-493-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Aija Stapars <astapars@comcast.net>
Sent: Sunday, September 22, 2013 8:05 PM
To: Lynnwood Link DEIS
Subject: Sound Transit - Comments Regarding Light Rail and Latvian Church and Center

To whom it may concern,

I-494-001

I am a member of the Latvian Lutheran Church and also the Latvian Community in Seattle. I am writing to you to express my concern regarding the impact of the proposed Sound Transit Light Rail line extending northward from Northgate. You have identified the need to build this link parallel to I-5 on the East side of the freeway which impacts our current community center and our church. While I understand the need to build the Light Rail and support the overall project, I ask that you consider any and all alternatives to find a route that does not impact our center.

I was a child attending the Latvian school in the Densmore/Greenlake area when we had to relocate to Northgate. I remember bringing pennies each week to Latvian school to save and help build our new community center. My deceased father, a brick mason, and my brother laid the brick and slate in the current Latvian church and school. To me it's more than a building. It represents the generation that fled their homeland after Soviet occupation and build a new community home.

I finished Latvian school in this new community center and was confirmed in the Latvian Lutheran church. I have also taught in our Latvian school and Sunday School. I cannot imagine us relocating again or impacting our current property to the degree that the initial designs have proposed.

As a long-time Seattle resident, I ask for your understanding of the importance of this church and community center. I ask for your consideration of our community, the entire Baltic community and the next generation of children being raised in this community. Please find a way for us to keep our church and cultural center, minimize the impact of noise from the light rail, and provide us access to the church and center such that we can continue church services and our cultural activities that on any given week can run 24/7.

Respectfully,
Aija Stapars, VP Human Resources
Wesley Homes

7220 39th Ave SW
Seattle, WA
98136

I-494-001

Thank you for describing the importance of the church and center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. Noise walls in the area are being provided to minimize noise impacts to the church and residences as described in Section 4.7.

From: Zachary Stephen <zrs420@uw.edu>
Sent: Monday, September 23, 2013 10:52 AM
To: Lynnwood Link DEIS
Subject: Comments for Lynnwood Rail Extension

I-495-001 I am a resident in the Northgate/Pinehurst neighborhood and reside at 325 NE 117th St, Seattle, WA 98125 which is about one block away from the current East sound wall along I-5. With the draft EIS published, it is clear from the report, that no matter what route is decided that my residence will be impacted greatly by the decisions made by the board.

I-495-002 First, I would like to state that I think that a high capacity bus alternative should be studied more as a possible solution as opposed to the link light rail. The associated cost of construction, realignment and residential property impacted with a no-build alternative is low compared to a Light Rail Extension.

I-495-003 However, It appears that the board will be moving forward with the Lynnwood Light Rail Extension and with a route along the I-5 corridor per the results of the Lynnwood Link Extension Draft EIS. If that is the case, I would like to voice that I prefer an at grade option along the I-5 corridor as opposed to an elevated structure. The elevated structure will have a very high visual impact for both neighborhoods east and west of I-5 and I as a residential property owner do not want to see a large concrete structure housing a train from my front yard that can be seen above the East Sound Wall. The Northgate neighborhood has had many cosmetic improvements over the last 10 years and is becoming more of an urban center and I think that an elevated structure that can be seen from residences along both the West and East-side of Interstate 5 will be counterproductive to the neighborhood improvements that Northgate/Pinehurst neighborhood has undergone.

I-495-004 My first and really only preference would be A1: At-grade/elevated to NE 145th and NE 185th east side stations. I prefer the at grade option over an elevated structure due to the lower visual impact, noise during construction (DEIS states that an elevated structure would probably require work at night and on the weekends due to interstate traffic) and the associated lower cost of construction. Station placed at 145th and 185th make more sense with the existing structures and projected ridership levels. I think that 3 stations placed at 130th, 155th and 185th will over-saturate the neighborhood and will delay ridership with an extra stop. A station placed at 145th as opposed to 155th makes more sense due to ease of access to I-5 from 145th as opposed to 155th.

I-495-005 A5 is not an at grade alternative that I would prefer as my neighborhood would be impacted by placing an at-grade structure east of the 117th overpass as opposed to moving the train under a re-built 117th overpass. A3 moves the light rail closer to my residential property than A1, and will disrupt the bike and

I-495-001

Sound Transit developed the alternatives considered in the Draft EIS based in large part on their ability to minimize acquisitions, displacements, and relocations, compared to other possible alternatives, but some property acquisitions will be unavoidable. Chapter 2 of the Draft EIS describes the other options considered during early planning, most of which involved higher levels of property or other environmental impacts.

I-495-002

Thank you for your comment recommending that a high capacity bus alternative be studied as a solution instead of the Lynnwood Link Extension project. In fact, this mode of transportation as well as other modes were evaluated, along with other corridors serving the north Seattle to Lynnwood area. This analysis is presented in detail in a separate report titled the *Alternatives Analysis Report* (Appendix K of the Draft EIS) and is summarized in Section 2.5 of the Final EIS. It was not advanced because it was less effective in providing the speed, reliability, and capacity needed in the corridor.

I-495-003

Your reasons for preferring at-grade alignments are noted. Visual impacts and mitigation are discussed in Section 4.5 of the EIS.

I-495-004

Your comment stating your preference for Alternative A1, which was the basis for the Preferred Alternative, is noted.

I-495-005

Thank you for your comment stating the reasons why you oppose Alternatives A3 and A5. The Preferred Alternative features an alignment east of the NE 117th Street bridge, but has refined the design to replace

I-495-005 | pedestrian path used by local residents to cross over I-5 to schools, parks and churches as the overpass will be untouched in this alternative.

I-495-006 | I understand that the Seattle Latvian Evangelical Lutheran Church, which is about a block away from my house will be possibly forced to relocate, if an at-grade option for segment A (A1, A5 and A10) is selected. I also realize that the parishioners at the Latvian Church have fairly strong ties to the Church structure and most would probably prefer an elevated structure so the church is not displaced. However, as a residential property owner in the area that will be impacted, I and my neighbors will be the ones that live 24/7 near the link light rail extension and I think that our preference for an at-grade structure should be given more weight than the church members.

I-495-007 | Once again, I think a no build alternative should be more seriously considered, however, if the Lynnwood Light-rail Extension is to proceed further my preference as an impacted property owner would be for Alternative A1, an at grade alternative as the associated visual impact is lower for both neighborhoods East and West of I-5

Sincerely,

Zachary Stephen

Graduate Research Assistant

University of Washington

Dept of Materials Science and Engineering

sidewalks and the bike path to maintain the connections currently made.

I-495-006

Thank you for your comment stating your preference for the at-grade alignments of the guideway. The Segment A Preferred Alternative, and all at-grade alternatives now avoid displacement of the church, as described in Section 2.3 of the Final EIS.

I-495-007

Thank you for your comment stating your preference for the No Build alternative or Alternative A1.

From: junefossti@comcast.net
Sent: Monday, September 23, 2013 12:13 PM
To: Lynnwood Link DEIS
Subject: ALTERNATE C-3 PREFERRED

I-496-001 | C-3 is best. Affects fewer properties and persons.

I-496-002 | Today's Seattle Times' hard-luck story of the church property interference is just too bad
-- they can live with it.
Other proposed alternatives have negative impact on too many people.

June Foster Stinson
4111 164th St SW Space 43
Lynnwood 98087

I-496-001

Thank you for your comment stating your preference for Alternative C3 due to lower acquisition impacts.

I-496-002

Your comment about Segment A is noted.

I-497-001

Thank you for your comment stating your preference for Alternative C3.

From: Rebecca Stradling <rebastrad@yahoo.com>
Sent: Sunday, September 22, 2013 4:23 PM
To: Lynnwood Link DEIS
Subject: Please choose C3!

Sound Transit,

I-497-001 | Please make the obvious choice of C3. Obvious due to it being the lowest cost, as well as the lowest impact to residents, business and wildlife. I live in a zone that would have a "moderate" noise impact from the other two choices and worry about my future property value and quality of life. Please treat every neighborhood like it matters.

Sincerely,

Rebecca Stradling
425 418-5804

Sent from my iPhone

From: Iwata, Roger
Sent: Monday, September 23, 2013 4:07 PM
To: Lynnwood Link DEIS
Subject: FW: Latvian Hall

-----Original Message-----

From: Scott Strickland (<mailto:SStrick@bnbseattle.com>)
Sent: Monday, September 23, 2013 4:02 PM
To: Dixon, Rhonda
Subject: Latvian Hall

Please forward this comment to the proper regulator as we understand this is last day for public comment.

I-498-001

We Scott Maria Eva Alexander and Anna are opposed to your light rail transit expansion if it in any way damages, imperils or condemns the Latvian church or community center Our Lithuanian family has spent much time celebrating our Baltic culture with the gracious assistance of the Latvian Community at this location over the past 3 decades. Taking this property from the people like our parents in laws and grand parents who saw Stalin and Hitler take their possessions countries and lives is at best ill advised and at best insensitive.

You need to provide recompense for relocation at an amount that is realistic to resettle rather than split this property.

We have lived in Seattle since 1981.

Sent from my iPhone

[We want to hear from you. Click or visit bblistens.com] <<http://bblistens.com>>

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I-498-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

As noted in Section 4.1, any acquisition of property, including portions of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

From: T.J. Stutman <tstutman@gmail.com>
Sent: Monday, September 23, 2013 9:14 PM
To: Lynnwood Link DEIS
Subject: Feedback on Draft EIS - Segment A

- I-499-001** | I live in Seattle about a half-mile west of the site of the potential Segment A Light Rail stop on 130th Ave NE. I recommend putting a stop at that location, so I endorse options A5, A7, A10, and A11. This site makes the most sense to me as it would be far easier for my community (Haller Lake) to access light rail instead of needing first to commute south to the Northgate Transit Center, and transit options could also link the Bitter Lake and Lake City communities with the 130th Ave light rail stop. A potential stop on 145th would not be as easily accessible to Bitter Lake or Lake City residents, and I know that these are the urban villages where the City expects to concentrate future development.
- I-499-002** | That said, I am also concerned about additional noise from construction and subsequent operations that a 130th stop would bring to the neighborhood, as well as what the options would be for park&ride commuters. I suggest that the recommended option consider how to best mitigate the potential negative effects on the neighborhood, by selecting the option (at/grade or elevated) that would be least disruptive to the neighborhood and which option would offer suitable parking for commuters (to limit the number of commuters parking on neighborhood streets).
- I-499-003** |
- I-499-004** | My take on the alternatives is that A5 (at-grade stop at 130th NE, with 100 parking spots) would be the best option given my concerns.

T.J. Stutman

I-499-001

Thank you for your comment stating your preference for a station at NE 130th Street (over a station at NE 145th Street) due to improved access for residents living west of the I-5 highway. A station at NE 130th Street was identified as an option for the Preferred Alternative by the Sound Transit Board.

I-499-002

For construction, the local construction noise ordinance would be applicable, and Sound Transit is committed to maintaining construction noise levels within the criteria. Further, construction noise for this project is similar to construction noise for a paving project, building construction, or any other construction project. Best practices and mitigation measures are described in Section 4.7.

I-499-003

The 130th Street Station is included as an option being considered in the Final EIS. Station parking facility sizing and design will be balanced with the need for good multi-modal connections in order to serve the needs of the region as well as local communities. Minimal parking is anticipated to be provided at a 130th Street Station should it move forward.

I-499-004

Thank you for your comment stating your preference is for Alternative A5 considering your primary concerns.

From: John Sulcs <jsulcs@gmail.com>
Sent: Monday, September 23, 2013 1:28 PM
To: Lynnwood Link DEIS
Subject: Latvian Cultural Center

Sound Transit;
ATT: Lauren Swift

I-500-001 My family have been members of the Latvian Lutheran Church of Seattle for 15 years. Since moving to this area we have attended worship services and celebrated all life affirming events at the Latvian center. My children attend Latvian school at this location, have sung in the chorus, danced in Christmas performances, and performed in school plays. This is more than a church and an assembly hall. The cultural aspects of this Center can not be overstated. Latvians, Lithuanians, and Estonians throughout the Northwest congregate at this location to share their rich heritage with children and the community at large. The recent visit by the President of Latvia is a good indication of the importance of this Center. The fact that it is also recognized as a voting location for national Latvian elections, is another indicator as to the importance of the Center.

I-500-002 The taking of the land the Latvian Center stands on can not be valued by mere dollars and cents. Disrupting events and worship services would likely result in the demise of this culture in the Pacific NW, and cost the Northgate community one of the things that makes it a diverse and ethnically rich community. If the minimal information provided in the Sound Transit Lynwood Link Extension DEIS is to be believed, either the raised or at grade option would be disruptive to every event held at this venue. Neither church services, school, nor any sort of cultural performance could be held with trains rumbling past every 4-7 minutes. I am sure that this will be self evident when the Sound Transit Board visits the site and observes the proximity of the proposed rail line to the Center. Will the Sound Transit Board visit this location that is so important to the community at large? I ask that the Sound Transit Board reconsider the proposed location for the Lynwood Link Extension. Moving the rail slightly west, away from the Latvian Cultural Center located at 11710 3rd Ave NE, Seattle, WA, 98125, more onto WSDOT land would be much less disruptive to the community as a whole, and likely save taxpayer monies. I support enhanced public transportation, but feel that the Sound Transit Lynwood Link Extension DEIS has not adequately explored the options available to the location of the rail line or considered the true life impacts of the current proposal. Moving forward with a plan that is not well considered will only lead to bad policy, and further community resentment. Sound Transit's job #1 should be to enhance the community they are trying to serve, not taking an option that is detrimental to the communities they are working in. Please Respond.
Sincerely,
John M. Sulcs
8921 41st Ave SW, Seattle, WA, 98126

I-500-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church.

I-500-002

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the results of additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Karl Taht <karlc280@yahoo.com>
Sent: Sunday, September 22, 2013 10:42 PM
To: Lynnwood Link DEIS
Subject: Fw: Help Save the Latvian Hall

To: Lauren Swift
Sound Transit

The Latvian Community Center and Church, used by Estonians, Latvians, Lithuanians, is in danger to be impacted due to the routing of the Sound Transit Link. For years the Church and the Center has been used by the whole Baltic community residing in the greater Seattle area. In addition to regular Church Services, performances of Weddings, Baptisms and Memorial services, the Center has been utilized for our Independence Day, Mother's Day, St Martin's Day, Christmas celebrations etc. It has been available for Baltic Exhibits, Folkdance and Choir practices.

I-501-001 Any disruption to its availability, weather temporary or permanent, will either severely disrupt our Baltic community or eliminate its existence.

As an Estonian of the Baltic community, I urgently request that Lynnwood transit consider route alternatives that will preserves the Latvian Lutheran Church and Community Center, most precious for me and my family.

Sincerely,

Karl Taht

I-501-001

Thank you for describing the importance of the Latvian Community Center and church to the Baltic communities. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-502-001

From: Martha Thomas <martita518@earthlink.net>
Sent: Sunday, September 22, 2013 7:30 PM
To: Lynnwood Link DEIS
Subject: Please save the Latvian Church and Community Center

Hello,

I am a member of the Lithuanian community and I am writing to you to regarding the Latvian Church and Community Center. The Latvian Community generously allows our community to utilize its facilities. We often also host group programs with the Estonian, Lithuanian, and Latvian community together.

I moved to Seattle 6 years ago and was delighted to learn of the Lithuanian community and this Community Center. Connecting with the Baltic people at the Latvian Church and community center has greatly enriched my life here in Seattle. I have attended St Martins festivals, Independence Day Celebrations, worship service, funerals, and Memorial Services for the Anniversary of the Deportation of Baltic People to Siberia (some of which my family endured). I am also part of the Lithuanian singing group, and we often perform at the Latvian Church and Community Center. I participate regularly in these events at this center, and it has brought me a great personal connection to my family history that I would otherwise would not have had.

Losing this great facility would mean a huge deficit in my life, and a great loss to Seattle.

This community center is just the kind of thing that makes Seattle a multi-cultural and unique place.

I understand that construction will go forth with the rail line, but please consider these requests in order to keep our Church and Center available to the community.

- Please keep access to the Latvian center open during construction, at-grade rather than the elevated options
- Please mitigate construction and post construction impacts such as dust, noise and vibration.
- Please do NOT relocate the Latvian Center. Please help us find ways to keep adequate parking and access.
- If it mandatory that that Latvian Center be relocated, please ensure that a fair price is paid and that we are able to relocate to a nearby location of the same size and accessibility

Thank you very much in advance for including these requests in your construction plan.

Sincerely,
Martha Thomas

I-502-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

Several sections in the Final EIS have been updated to address these changes: Section 2.5.1 describes the Preferred Alternative and the refinements in other alternatives for Segment A; Section 4.1 describes the acquisition impacts; Section 4.4 describes impacts to community facilities and neighborhoods. In addition, Appendix F presents revised conceptual engineering plans for the refined Segment A alternatives; Appendix I-4.1 contains detailed maps and tables concerning acquisition, displacement, and relocation requirements for each Segment A alternative, and Appendix G has visual simulations.

As noted in Section 4.1, any acquisition of property, including a portion of a property, would require fair compensation to the property owner in accordance with Sound Transit policy and federal and state law.

Short-term visual, air quality, and noise impacts would be avoided and minimized with the implementation of best management practices. These would include fencing the construction area for public safety, spraying the construction area with water to reduce dust, and use of temporary noise walls. For additional information, see Sections 4.5.7, 4.6.7, and 4.7.7, respectively.

From: astrida tralmaks <ilze101@hotmail.com>
Sent: Sunday, September 22, 2013 7:33 PM
To: Lynnwood Link DEIS
Subject: Re: Latvian Church

Hello,

I-503-001 I am requesting that you find an alternate route for your Link, in lieu of destroying what the Latvian Community has built up by a lifetime of hard work and love. Every time that I go to this church/center I feel the love of the many who have built and sustained this community. We Latvians have nothing else and this is HOME. It is not a pile of building materials and dirt. Many of those who helped create this community are no longer with us. World War II unfairly took our country away from us and now this becomes another heartless removal of our new home.

I am 62 yrs. old and want to see the next generation able to carry on our culture. You are dealing with a unique situation that you must look at seriously. This is also our church and one that is not easily replicated. We are in a delicate time of transition for the younger generation and we cannot survive as a viable Latvian home for spiritual, social and cultural connection with your Link replacing, or compromising, our beautiful center.

I came to hear our President speak at the Latvian Center today and I hope his pleas might lend a bit more weight than just our local community. Please understand that, even from afar, we are still Latvians and also Americans. You may contact me for further input anytime.

Sincerely,
Astrida Tralmaks
120318 15th Ave. NE Apt. 307
Shoreline, WA 98155
206-290-5279

I-503-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Walgamott, Amy <amy.walgamott@sea.procure.com>
Sent: Monday, September 23, 2013 10:32 AM
To: Lynnwood Link DEIS
Subject: Comments on DEIS

Dear Sound Transit,

I want to make a final comment before the period closes, specifically addressing the City of Shoreline's comments.

- I-504-001** 1. Contrary to what the city says in its comments, the area around the proposed 145th St station IS ALL single family homes. There is currently no commercial or high-density residential use. Therefore, the 145th station would impact the community just as much as the 155th St station. Having the 155th St station as a community station makes more sense.
- I-504-002** 2. The residents of the Ridgecrest neighborhood DO NOT want parking garages built at either option. Parking garages will encourage driving. The stations should be community stations and the money planned for parking garages should be used to make bike and pedestrian commuting to the stations optimal.

Sincerely,

Amy Walgamott

Amy Walgamott
Marketing Coordinator
p[206]306.2810
amy.walgamott@sea.procure.com



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I-504-001

Your comment stating your preference for a light rail transit station at NE 155th Street instead of at NE 145th Street is noted.

I-504-002

Your comment about no parking garages is noted. Sound Transit would include pedestrian and bicycle facilities adjacent to stations. Station parking facility sizing and design are balanced with the need for good multimodal connections in order to serve the needs of the region as well as local communities.

From: Andy Walgamott <wigglemott@yahoo.com>
Sent: Sunday, September 22, 2013 3:52 PM
To: Lynnwood Link DEIS
Subject: Comments on Lynnwood Light Rail Extension DEIS

Hi, my name is Andy Walgamott, I live at 14802 5th Ave. NE, near the proposed light rail station and very large garage at 145th.

I-505-001 I completely support extending light rail north from Seattle and I would support a smaller station at 145th with appropriate mitigation for the neighborhood. However, I find it difficult to support a station that would also include a 500-car parking garage and redesigned onramp to I-5, both of which may be built diagonal to my home.

Such a large parking garage would be out of scale with our neighborhood of single-family homes and bring about a fundamental shift in the quality of the area. My home would be impacted by noise and light pollution, our view of nice big, slow-growing trees, which also buffer us from I-5, would be impacted, and such a station would bring sharply increased traffic to the area. In one of the proposed configurations, our home somehow is NOT impacted by noise but neighbors on either side of us are. How can that be? I also have very serious doubts that the intersection of 145th and 5th Ave. NE/I-5 can handle the construction of a giant garage shoehorned into a limited space, and afterwards, the subsequently increased traffic load, without major impact to local residents and travelers using 145th to access I-5 or continue west to Aurora and Shoreline Community College.

I-505-002 I do support a station at 130th St. Is it possible to build a multi-story garage there, using the space between I-5 and the golf course, and above 5th Ave.? I understand that City of Seattle of policies don't allow that, but utilizing that strip of land, while being careful not to impact Thornton Creek, would not impact near the number of residents as one at 145th would. I would support a local station at 155th to better balance the distribution of stations through Shoreline, assuming that Northgate and Lynnwood would be major hubs for riders to embark and detrain. I also support increased bussing to stations from existing park-and-rides.

Thank you,
AW

I-505-001

Your comments about the parking garage at NE 145th Street are noted.

The parking garage would be visible from your property. See Section 4.5 for visual impacts and Section 4.7 for noise impacts and mitigation. Chapter 3 discusses traffic impacts and mitigation. The Noise and Vibration Technical Report provides additional information on noise impacts and mitigation at your property.

I-505-002

Your comments about the NE 130th Street Station location are noted. Per City of Seattle plans and policy, parking at a NE 130th Street Station would be either zero or minimal (~100 spaces). Station parking facility sizing and design are balanced with the need for good multimodal connections in order to serve the needs of the region as well as local communities.

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Monday, September 23, 2013 12:08 AM
To: Lynnwood Link DEIS; McCarthy, Pat (DO NOT USE); Patterson, Julia; Balducci, Claudia; Conlin, Richard; Earling, David; Marchione, John; McGinn, Mike; Peterson, Lynn; Strickland, Marilyn; PRoberts@ci.everett.wa.us; Butler, Fred; Constantine, Dow; Enslow, Dave; joe.mcdermott@kingcounty.gov; Moss, Mary (DO NOT USE); Phillips, Larry; von Reichbauer, Pete
Subject: Lynnwood Link

I-506-001

Lynnwood City Council Members:

I assure you that if C4 (C3 modified) had been in the original DEIS documentation, everyone who signed our petition against C1 and C2 would still be in favor of the original C3 Alternative (1800 signatures). This modification is too intrusive on the wetlands. And, as you know, these are the highest quality of wetlands within this entire Sound Transit project. C3 is a viable alternative and should be the recommendation given by this Council and be the Preferred Alternative of the Sound Transit Board.

Linda Willemarck

cc: Sound Transit Board

I-506-001

Your comment stating your preference for Alternative C3 is noted.

Section 4.8 in the Final EIS provides information on ecosystem resource impacts and mitigation for all alternatives.

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Monday, September 23, 2013 12:14 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link Comments

I-507-001

When I found out that Sound Transit was considering putting train rails through a protected wetland, watershed, waterfowl refuge, and wildlife habitat, I couldn't believe it was possible for this to happen. There are laws in place to keep this very thing from happening.

Scriber Creek Park and Wetlands are protected under federal regulations, like Section 4f, that states the administration may not approve the use of this property unless there is no feasible and prudent avoidance alternative and that there be sufficient supporting documentation to demonstrate why there is no feasible and prudent avoidance alternative. We all know that there are alternatives in this situation.

The City's own resolution 2012-07 refers to this area as "significant city recreational resources of Scriber Creek and associated wetlands, and the city's Scriber Creek Park, that provide places to experience nature in close proximity to Lynnwood's City Center and regional Interurban Trail, both of which would be negatively impacted.."

The City purchased the Park with Conservation Futures Funds "a fund from property taxes specifically for the purpose of preserving open space, farm land or wooded acreage. *"...to protect, preserve, maintain, improve, restore, limit the future use of, or otherwise conserve land... for public use or enjoyment."* I understand that a Snohomish County Attorney has been asked to check into the use of the funds and the proposed land use implications.

Why is the City of Lynnwood asking for more conservation monies and at the same time they are considering allowing land purchased from those same monies to be unnecessarily, and irreparably altered when there are other sites available.

Linda Willemarck

I-507-001

The Lynnwood Link Extension will abide by all applicable federal, state, and local environmental laws and regulations. Sound Transit's policy [Executive Order No. 1, Establishing a Sustainability Initiative for Sound Transit (2007)] on ecosystem mitigation is to avoid impacts on environmentally sensitive resources to the maximum extent practicable and to provide adequate mitigation to ensure no net loss of ecosystem function and acreage as a result of agency projects.

You are correct that there are legal and administrative requirements that would need to be satisfied prior to use of park properties for a light rail facility. These requirements reflect the high value placed on these resources as public benefits. The environmental review process includes these considerations when evaluating the impacts and benefits of potential alternatives. If a Preferred Alternative is selected that includes impacts to Scriber Creek Park and/or the Interurban Trail, all legal and administrative requirements will be met prior to any transfer of properties for light rail use.

I-508-001

Sound Transit has received these pictures.

I-508-001

From: Linda Willemarck <lindaatsea@hotmail.com>
Sent: Monday, September 23, 2013 1:10 AM
To: Lynnwood Link DEIS
Subject: FW: Scriber Creek Park - Lynnwood Link

For those of you who have not been able to walk through the park. A wetland, watershed, and wildlife habitat protected under the 4f federal ruling.



Scriber Creek Park - Lynnwood Link

[VIEW SLIDE SHOW](#) [DOWNLOAD ALL](#)

This album has 5 photos and will be available on SkyDrive until 12/19/2013.



You have been sent 5 pictures.

100_0961.jpg
100_0969.jpg
100_1199.jpg
100_1135.jpg
100_1141.jpg

These pictures were sent with Picasa, from Google.
Try it out here: <http://picasa.google.com/>

I-509-001

Thank you for information about Native Growth Protection Areas. Sound Transit will comply with applicable local land use codes.

From: Linda At Sea <lindaatsea@yahoo.com>
Sent: Monday, September 23, 2013 3:28 PM
To: Lynnwood Link DEIS
Subject: Lynnwood Link - Native Growth Protection Area

I-509-001 | There are at least half a dozen different signs posted in the various C Alternatives in Lynnwood. In that the land is quite dense, they can be difficult to find. These lands are to be protected permanently.

A Native Growth Protection Area (NGPA) is a parcel of land, usually wooded, that may have a stream or wetland nearby. Land in NGPAs are protected from human disturbance, alteration and development because of the environmental purposes that this land regularly serves. Often, an NGPA will store water and reduce flooding in nearby areas, help maintain good water quality, and provide valuable rearing and feeding opportunities for local wildlife.

If you live near an NGPA, here are a few things you can do to help protect this valuable environmental resource:

- Refrain from spraying pesticides in or nearby an NGPA as this can harm sensitive plants and animals who live in the area
- Do not dump yard waste or plants into the NGPA as this can smother native plant growth and introduce invasive plant species into a native ecosystem
- Do not remove vegetation, dig or deposit earth, or construct any structure within these areas without prior approval by the City's Public Works Department

I-510-001

Your comment regarding acquisition of your condo is noted. The Preferred Alternative evaluated in the Final EIS avoids displacing any residents of Cedar Creek Condominiums.

From: joe zahn <integra95gsr@hotmail.com>
Sent: Monday, September 23, 2013 8:44 PM
To: Lynnwood Link DEIS
Subject: RE: LIGHT RAIL

Dear Sound Transit,

I-510-001 | Please don't demo 4920 200th ST SW. I live here and I would be kicked out and still owe 10s of thousands on my loan after the housing crash. Market value will not cover what I owe.

I will absolutely sue. You can bet on it.

Sincerely,

Joe Zahn
Cedar Creek Condo Resident

From: Anna <annaegrant@gmail.com>
Sent: Sunday, September 15, 2013 10:26 AM
To: Lynnwood Link DEIS
Subject: Community engagement for Sound Transit Lynnwood Link program - Latvian Evangelical Lutheran Church
Attachments: Sound Transit - Latvian Evangelical Lutheran Church.pdf

Dear Ms. Swift,
Please find the attached community engagement letter regarding the Sound Transit Lynnwood Link project and the Latvian Evangelical Lutheran Church, 11710 3rd Avenue N.E. Seattle, Washington.

Thank you for your attention.

Anna Grant, Sean Smith, Ilga Grant, Arvid Grant, Zane Grant and Mara Grant Pugel

Sound Transit
401 South Jackson Street
Seattle, Washington
98104
Email: LynnwoodLinkDEIS@soundtransit.org

15 September, 2013

Subject: Parcel #6411600420 – Seattle Latvian Evangelical Lutheran Church, 11710 3rd Avenue N.E.,
Seattle

I-511-001

Dear Sir or Madam,

As active members of the Seattle public and Latvian Community, we would like to convey to Sound Transit that plans to expropriate the Seattle Latvian Evangelical Lutheran Church, situated along the planned Lynnwood Link Extension, are wholly unacceptable to our three-generation family as members of the Seattle Latvian Community.

The Seattle Latvian Evangelical Lutheran Church is the center of the Latvian, Lithuanian and Estonian communities in the Pacific Northwest. Acquiring the Church building and/or land to construct the Lynnwood Link Extension is inconsistent with the stated goals of the project to “support the development of Northgate and Lynnwood – the corridor’s two designated regional growth centers.” Northgate community centers such as the Seattle Latvian Evangelical Lutheran Church support positive community development by providing a meeting center for multiple generations and connect Northgate/Seattle with the wider Baltic ethnic communities around the world.

The Seattle Latvian Evangelical Lutheran Church is a significant center for our family. This Church was built in 1971 with donations from a group of immigrant Latvian families, including our own. Since then, this Church has been a place of worship for our entire family, a meeting place for Latvian community events, a place to mourn our fellow Latvians’ who have passed away and a place to teach our youngest Latvians about our culture, language and common history. Indeed, the Seattle Latvian Evangelical Lutheran Church is particularly important for my husband and I as it is the place where we were wed.

In summary, the Latvian Evangelical Lutheran Church is integral to our family’s connection with our wider Baltic community. We find Sound Transit’s plans to expropriate this land and building as inconsistent with Sound Transit’s stated goals of community development when our Church already serves to foster positive community development in the North Seattle area.

Regards,
Anna Grant and Sean Smith

On behalf of:
Ilga and Arvid Grant, Zane Grant, Mara Grant Pugel

I-511-001

Thank you for describing the importance of the Seattle Latvian Evangelical Lutheran Church to your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Anna Grant and Sean Smith
4814 Interlake Avenue North
Seattle, Washington 98103

Ilga and Arvid Grant
1909 Forest Hill Drive
Olympia, Washington 98501

Zane Grant
2710 Fir Street S.E.
Olympia, Washington 98501

Mara Grant Pugel
3901 Wollochet Drive NW
Gig Harbor, Washington 98335

Summer 2013



Submit your comments by September 23, 2013

EMAIL ADDRESS: igray319@gmail.com

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

attached



LINWOOD LINK DEIS COMMENTS

Att: Lauren Swift

401 Jackson St.
Seattle WA 98104**I-512-001**

It is not in doubt that light rail needs to expand and also understood that doing this requires Sound Transit to take private property on the east side of I5. It is fully expected that Sound Transit will do all it can to minimize the loss that will be incurred by those so affected.

In the case of the Latvian Lutheran Church and Cultural Center at 11710 3d Ave. NE this situation is much more than unfortunate – it is tragic. This building was constructed, by hand, over 40 years ago by the Latvian Americans who came here with their families after WWII. They are all now American citizens. It is the center of religious life, of a school teaching Latvian traditions, history and music, a for senior citizens' center. It regularly provides space for over 20 organizations including other Baltic American groups – the Lithuanians and Estonians. The people who weekly use this center come not only from Seattle but from far outside King County. The center periodically hosts important cultural events for people from all over the Northwest, including Canada. There are programs to demonstrate Baltic culture to the larger public.

Many of the oldest generation were actually involved in constructing this building. Their great grandchildren now use it as well. It would be an immense blow to the life of this vital community should the light rail project destroy their Center.

It is expected that Sound Transit will do all it can to allow the Latvian Center to stay. There are some imperatives to ensure its survival:

I-512-002

Access. Since the existing driveway to the church will be taken by the Lynwood extension of the light rail, the agency needs to find an alternate access to the church's property.

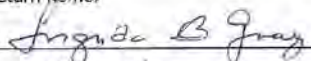
I-512-003

Noise. Since the existing buffer trees and wall are to be removed, there will be increased levels of noise and vibration from the rail line. Sound Transit needs to provide adequate methods of noise abatement to allow the Center to continue its programs.

I-512-004

Resources need to be allocated to the Latvian Center community to enable it to find adequate new facilities in the immediate area so that its programs can continue uninterrupted while construction of the Lynwood Link is in progress until such time as they can return home.

Sincerely,


9/15/13

Ingrida Bergs Gray

I-512-001

Thank you for describing the history and importance of the Latvian Lutheran Church and Cultural Center to the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-512-002

Access to the property and its functions will be maintained.

I-512-003

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts. In addition, any existing WSDOT noise walls removed as part of the project would be replaced. The existing vegetation is not a notable source of noise reduction.

I-512-004

The Latvian Evangelical Lutheran Church and Community Center will not be displaced by the project.

8148 Cultus Bay Rd.
Clinton WA 98236
(360) 579-4105
Sept. 16, 2013

Sound Transit
Draft EIS Comments
c/o Lauren Swift
401 S. Jackson St., Seattle, WA 98104

Re: Latvian Church/Center

I have been attending Latvian/Baltic events at the Latvian Church/Center for 20+ years. I travel some distance. These events are important to me.

Therefore I am requesting minimal interference to the Church/Center. These must include:

- 1) Access
- 2) Caretaker's house
- 3) Parking

I suppose a full environmental/justice assessment needs to be done also.

Unlike what we Latvians received from Soviet Russians and Nazi Germans I expect a sense of fair play from you. I grew up without grand-parents, aunts, uncles, etc. To me who I meet at the Church/Center is my extended family.

Thank you.

Mara A. Johnson

I-513-001

Thank you for describing the importance of the Latvian Church to you.

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

The caretaker's house would be displaced but Sound Transit would help with its relocation as described in Section 4.1 of the EIS. An environmental justice analysis was done for this project. It is located in the Final EIS Section 4.4 and Appendix C.

I-513-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: JANIS PELEKIS

ADDRESS: 10017 36th AVE N.E.

CITY: SEATTLE STATE: WA ZIP CODE: 98125

EMAIL ADDRESS: PELEKIS@COMCAST.NET

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

WHILE THE SEATTLE AREA NEEDS A RAPID TRANSIT SYSTEM
IT ALSO NEEDS TO PRESERVE OUR UNIQUE NORTHWEST LIFE STYLE.
AND DIVERSITY (ESPECIALLY THE LATVIAN CHURCH AND COMMUNITY CENTER)
AS A NATURALIZED CITIZEN AND ~~FORMER~~ ^{VIETNAM} US. VETERAN (NAVY) IT IS SO
IMPORTANT FOR US BALTIC PEOPLE TO HAVE A PLACE TO ATTEND CHURCH,
HAVE OUR KIDS SCHOOL AND HAVE OUR ETHNIC EVENTS. THE CHURCH AND
CENTER WAS TOTALLY BUILT BY LATVIANS USING THEIR SWEAT AND
DETERMINATION TO HAVE A PLACE TO MEET, TEACH, CELEBRATE AND
TO PRAY. MOST OF THE ORIGINAL WORKERS AND PLANNERS HAVE PAST ON
THEREFORE IT IS MORE IMPORTANT THAN EVER TO PRESERVE THEIR
VISION. MY CHILDREN WERE BAPTISED THERE, ATTENDED LANGUAGE SCHOOL,
^{WAS} ~~JANIS~~ MARRIED AND CELEBRATED THERE, MY FATHER FUNERAL WAS THERE. WE
REALLY HAVE TO FIND A WAY TO MAINTAIN OR CHURCH AND
COMMUNITY CENTER



I-514-001

Thank you for describing the importance of the Latvian church to you and the Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

I-514-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Mary Petekis
ADDRESS: 10017 36th Ave NE
CITY: Seattle STATE: WA ZIP CODE: 98125
EMAIL ADDRESS: mary.petekis@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I have reviewed a portion of the DEIS and find my primary issue is that the Latvian Church & Center will be compromised. My family has had the benefit of the center for the 30+ years we have lived in Seattle. It represents the victory over unbelievable hardships endured by the Baltic peoples that was partially accomplished by their rights as US Citizens. My children were baptized there, attended 10 years of cultural & language classes, made friends for a lifetime. My eldest daughter, living in CA, chose to be married at the Latvian Church as it is "home" to her. Please consider the strength the center gives us all. Thank you, Mary Petekis



I-515-001

Thank you for describing the importance of the Latvian Church and Center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-515-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Vija Pelekis
ADDRESS: 10017 36th Ave NE
CITY: Seattle STATE: WA ZIP CODE: 98125
EMAIL ADDRESS: Vija.Pelekis@gmail.com
☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-516-001

Although I fully support Sound Transit's Lynnwood Link Extension because I recognize the need for comprehensive mass transit in the region, I am concerned about the proposed loss of the Seattle Latvian Church & Center in Northgate. My father is Latvian and my sister and I spent our childhoods embracing our culture at the Latvian center while attending weekend cultural school. The Latvian Center is extremely important to the Baltic community in the Pacific Northwest and serves as the nexus which ^{preserves} ~~keeps~~ our culture and community. I understand that many compromises will have to be made in developing the light rail, but please consider the implications of destroying the Seattle Latvian Church & Center.



I-516-001

Thank you for describing the importance of the Seattle Latvian Church and Center to you and the Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Zita Petkus
ADDRESS: 6216 - 105th Avenue NE
CITY: Kirkland STATE: WA ZIP CODE: 98033
EMAIL ADDRESS: KANTRYBE@HOTMAIL.COM

☐ Please sign me up for project email updates.

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

For the past 35 years, from the time our family moved to the Northwest, we have been attending Lithuanian-American Community events in the Latvian Center in Northgate. The Latvian Center has become very important to the Lithuanian Community over the years. I am the founder and director of the Lietutis Lithuanian Folk Dance Group which on many occasions has used Latvian Hall for its practices. One of many highlights includes the Northwest Baltic "Tap 'n Clap," a workshop which was hosted in 1983 and 1985 and which brought together Lithuanian, Latvian, Estonian and Finnish dance groups from Portland, Seattle and Vancouver into a fantastic evening of sharing. I served on the Board of the Washington State Lithuanian-American Community from the mid '80's to 2006. During my tenure on the Board we had many occasions to gather in Latvian Hall. In particular I remember the huge celebration on March 11, 1990, when Lithuania re-established its independence from the Soviet Union. We met with the press and representatives from Congress as we celebrated. I remember being interviewed by Chris Legeros of KIRO-TV in 1991 for reaction to the first President Bush dragging his tail on recognizing Lithuania as a sovereign nation. We chose Latvian Hall for that interview because it was a friendly, welcoming and central meeting location for all Baltic groups, not just the Latvians. I remember the many (and ongoing) University of Washington Baltic Studies Fundraisers held in Latvian Hall through the joint efforts of the local Estonian, Lithuanian and Latvian communities in collaboration with the University of Washington. I remember the memorials for deceased Lithuanian Community members, and the wedding celebrations for newlyweds; I remember landmark birthday parties – all at Latvian Hall. It would be extremely painful for the Lithuanian Community to experience the loss of Latvian Hall in Northgate. It has become and continues to be the ethnic, cultural, educational and social hub for so many groups. As you seek to resolve rapid transit challenges, please take into account the multitude of ways you are severely impacting the many ethnic groups served by the Latvian Center. To us, it has great emotional significance and immense practical value. Please stick to the at-grade option that appears to offer the least amount of disruption to the facility and its functions. Note that even that interference will be substantial. Thank you for your consideration of the communities which your decisions are impacting.

Zita E. Petkus

== SOUND TRANSIT ==
RIDE THE WAVE

I-517-001

Thank you for describing the importance of the Latvian Center to the Lithuanian-American community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-517-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: TEX AND AUSMA WILSON

ADDRESS: 1000 VINTAGE LANE APT. 320

CITY: MT. VERNON STATE: WA ZIP CODE: 98273

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

We wish to add two more voices of opposition regarding the Lynnwood Link Extension. Historically the Latvian people have been forced to relocate many, many times because of "supposedly" the benefit of the many. Now it appears they will be "displaced" AGAIN in a free society. This Latvian Church and Community Center benefits thousands of people, not just a few. The plan to move ahead with this Rail Link project seems to be in total disregard of what these people contribute to the American society. I wonder if these Latvians were of a different ethnic group and scream the message of "discrimination" they just might have more clout. We desperately and respectfully ask that the DEIS consider other possibilities as to where the rail link could be located. There simply HAS to be another solution. Is 5th Ave. being considered? Also there seems to be ample space on either side of I-5 at freeway level. Has that been reviewed? Would a cross-over elevated track to the West side of the freeway be out of the question? The current plan whether at grade or elevated level would be an absolute travesty to thousands of people who participate in the multitude of activities provided by this Latvian Center. As one person said, "This is not just a church and community building but a monument".

Sincerely,



I-518-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property.

I-518-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Ruta York
ADDRESS: 14527 SE 183 Street
CITY: Renton STATE: WA ZIP CODE: 98058
EMAIL ADDRESS: YORKRL@comcast.net
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-519-001

My husband and I moved to Seattle in 1965 due to a job transfer but the move was also enhanced by the large Latvian community here. We sent our children to Latvian School and took part in many activities at the Center. When the Latvian Center lost their "home" to the Wallingford Playfield, it was a huge disruption for our family. Now for over 40 years the present site has been the home for Latv. Evangelical Lutheran Church and Center, not just for the Latvians but for the Estonians and Lithuanian communities as well. I can't believe that for the 2nd time you want to destroy our "home." Many elderly and retired Latvians have bought homes close to the Center so they can either walk or drive a very short distance to church services and the many activities there. What will become of them?!? This is not the way to treat people and just not acceptable!



I-519-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church to you and the Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Draft EIS comment for the Lynnwood Light Rail

September 23, 2013

To Sound Transit,

This is in regards to the DEIS for the Lynnwood Light Rail.

I-520-001

I voted for the light rail to come north, but I expected it to follow the freeway Interstate-5 into the Lynnwood Transit Station not come into our neighborhood. I completely support the C3 alternative route option especially the C3M which follows the Interstate-5 freeway in the center of the south and north bound lanes. I am against the C1 and C2 options because of the intrusive and destructive path it takes into our quiet, vulnerable neighborhood. The C4 option the City of Lynnwood has recently proposed does nothing to convince me is the right option because I have not seen any data or a written proposal from Sound Transit that accepts the C4 as even being considered an option. The photos of C4 show the Light Rail destroying more wetland and displacing several more businesses than the C3 option.

I-520-002

While reading the DEIS I found numerous inconsistencies, calculation errors, failure to include and assumptions made about our neighborhood, especially West of 52nd/Cedar Valley Rd. This leaves me concerned that not enough detailed attention was put into a large scale Federal Government project as the Light Rail. I expect with so much money going into this project that the DEIS would be professionally and accurately handled with less errors. This study is embarrassing for such a large scale company as Sound Transit. I really expected more.

List of Errors in DEIS:

I-520-003

Technical Report Noise and Vibration, Part 7, Attachment D (Vibration Impacts by Build Alternative), Page D-54. The distance to nearest track (ft) is incorrect on C2M and C3M and C2W and C3W. Living at 5214 201st PL SW I can assure you that I live closer to the C2M and C2W than the C3M and C3M. It appears that all the C2 and C3 numbers have been switched and not just for our house but everyone on our block as well as others on nearby streets. It makes me wonder if the numbers are even correct in footage or did you just eye it.

It was stated at meetings that no noise or vibration monitors were even put near Cedar Valley Road or our part of the neighborhood across from where C1 would travel. How do you even know what noise levels are now in our part of the neighborhood. It sounds like an assumption was made based off the noise monitor put by the Park-n-Ride Transit Station. We felt excluded and left out of the survey. Sound Transit rarely mentions the neighborhood west of 52nd/Cedar Valley Rd. The DEIS just states that the neighborhood would have a negative visual and aesthetic impact as well as noise that mitigation would be used and other features used for the visual impact. I really don't

I-520-001

Your comment stating your support for the Lynnwood Link Extension project and your preference for Alternative C3 is noted. The Preferred Alternative in Segment C is a modified Alternative C3.

I-520-002

It is Sound Transit's goal to produce environmental documents that contain accurate environmental information with the purpose to help decision-makers make decisions. The purpose of the Draft EIS public comment period is to provide the opportunity for members of the public to point out things that they believe should be included. Sound Transit has received good feedback from agencies and the public, and has used the relevant comments to improve the document.

I-520-003

A labeling error occurred which resulted in a portion of Alternative C2 to be switched with a portion of Alternative C3 during the vibration analysis (from Civil Station 522+00 to the north end of the alignment). This error had no effect on the conclusion that vibration mitigation was not required for receivers along that segment of the alignment. The correct distances are used for all receivers in the Final EIS and the correct vibration levels are reported.

As shown in Final EIS Figure 4.7-4b, noise monitoring site M-51 was near the corner of 200th Street SW and Cedar Valley Road, site M-49 on 52nd Avenue W between 204th and 206th Streets SW, and site M-48 on 52nd Avenue W between 206th and 208th Streets SW. These measurements were used to characterize existing sound levels in the Cedar Valley Road and 52nd Avenue W neighborhood. The noise analysis included modeling of residences in the neighborhood, as shown in Figure 4.7-5d of the Final EIS. Impacts to the neighborhood were considered at the same level of detail as impacts to other neighborhoods adjacent to the potential project alignments.

- I-520-004** know how your going to block a 40ft plus structure that looks down on a neighborhood. Trees will not work because they have to be 30ft from structure so I guess Sound Transit will have to plant large trees on 52nd street or just a large wall for all the gangs to put graffiti on.
- The DEIS states the the C1 and C2 alternative routes are cohesive to the neighborhood. That is so laughable and is such an assumption. If Sound Transit looks at the corner of 200th and 52nd/Cedar Valley Rd. they would see that it is cohesive and in harmony with nature right now. The Cedar Valley Business Building and Sprague"s Ponds and park are across the street from the C1 option that takes out the Scriber Creek Park and Cedar Creek Condominiums. If C1 is selected, the harmony, flow, and unity of the blending of the East and West of 52nd/Cedar Valley Rd. will no longer be. It will be a visual and aesthetic disaster.
- I-520-005** I did not read anything about Crime. How will it affect the surrounding communities and neighborhoods around the structures(pillars) and the Sound Transit Stations? At Sound Transit meetings all that could be said was that it would increase crime in our neighborhoods. I am not happy about this and hope Sound Transit works with the local Lynnwood Police Department on the possible increase of crime in our neighborhood.
- I-520-006** I really think Sound Transit needs to let go of the C1 and C2 options because the City of Lynnwood has a great park and wetland that is a very unique and beautiful sanctuary for wild habitat and people. The Trees are large and old and are a natural barrier and buffer for our neighborhood from the Park-n-Ride Transit Station. The wetlands and bogs clean and filter the pollution from the city, cars, buses and people. Nature can be calming to commuters driving, walking, biking or railing in to a city. C3 is far enough away to not hurt the surrounding neighborhoods and the wetlands, but close enough that the people on the Light Rail can see the beauty of the ponds,trees,wetlands, and animals that is a part of Lynnwood.

Choose C3M.

Tricia Monaghan
5214 201st PL. S.W.
Lynnwood, WA 98036
(425) 778-3242

I-520-004

The Draft EIS analysis is generally consistent with your characterization of high visual impacts in the 52nd Street vicinity with Alternatives C1 and C2. The extent to which visual impacts affect neighborhood cohesion is related to a wider range of issues than the visual appearance. The Draft EIS on page 4-59 states that Alternatives C1 and C2 would travel along the eastern boundary of the South Lynnwood and Hazelwood neighborhoods and would change views but not change the character and cohesion of the neighborhoods. The aesthetic analysis on page 4-81 states that the elevated guideway in Alternatives C1 and C2 would visually intrude upon the integrity and unity of the residential neighborhood on the opposite side of the street and is rated as a high visual impact. As indicated in the analysis, the visual impacts at the periphery of the neighborhood would not be expected to affect neighborhood, cohesion which relates to well-defined neighborhood boundaries, transportation connections, stable land use, and opportunities for local interaction. See Section 4.5 of the Final EIS for more detail about visual impacts of the project and mitigation.

I-520-005

Section 4.14 of the EIS discusses crime. Crime is not expected to increase as a result of operation of the stations. Several studies have concluded that crime around stations mirrors crime rates in the surrounding neighborhoods. Most areas in the project corridor have low crime rates. The stations would be well lit, continually monitored by security cameras, and regularly monitored by security personnel.

The project's final design will incorporate Crime Prevention Through Environmental Design principles, which will consider structures and pillars.

I-520-006

Your opposition to Alternatives C1 and C2 and your preference for

Alternative C3 are noted. A modified Alternative C3 is evaluated as the Preferred Alternative in the Final EIS.

I-521-001

Your preference for a light rail transit station at NE 155th Street instead of a station at NE 145th Street is noted.

From: Jane Cutter <jncutter@gmail.com>
Sent: Saturday, September 14, 2013 11:22 AM
To: Lynnwood Link DEIS
Subject: Shoreline light rail station location

To Whom it May Concern:

I-521-001 | I think the light rail station should be located at 155th St. Currently, 145th is already very congested. At 155th, the station will still be very accessible to the community but will not add to the congestion at 145th.

yours
Jane Cutter
14521 6th Ave NE
Shoreline WA 98155

From: K. Everett <kdeeverett@hotmail.com>
Sent: Saturday, September 14, 2013 11:31 AM
To: Lynnwood Link DEIS
Subject: comment on Sound Transit Lynnwood Link
Attachments: Light Rail Chicago.jpg

I-522-001 Sorry to have missed the meeting this morning. I think Alternative C3 is the best alternative. This design is consistent with the objective of the Lynnwood Station: a stop on the way to parts North.

The line should not transit up 52nd Ave W, as would occur with the C1 and C2 alternatives. C1 and C2 trap valuable acreage between the train line and I5. This trapped acreage would only be useful if the Lynnwood stop were an end of the rail line. And no one living in Lynnwood wants a train yard here (see attached).

I-522-002 At the previous meeting in Lynnwood it was explained that the expected increase in citizen traffic into the new Lynnwood Station would be 20,000 people per day and provide 1,900 parking spaces. This parking is only an increase of 500 above the current parking, which is always totally full. The C1, C2, and C3 options would all be grossly deficient in parking space for this increase.

I-522-003 Finally, Lynnwood roads in this area also poorly support the accompanying increase in local traffic: they include school zones, residential areas, and 2 lane roads. The expected 10-fold increase in transit will tie these roads in knots at the height of rush hour.

Cheers,
Karin Everett
6006 172nd Place SW
Lynnwood, WA 98037
360-556-8183

I-522-001

Your comment stating your preference for Alternative C3 is noted.

Your comment about the train yard is noted, but the Sound Transit Operations and Maintenance Satellite Facility is a separate project.

I-522-002

The projected 20,000 rail boardings are not expected to arrive all in the form of cars. The majority of those riders are expected to arrive by bus, as well as by bicycle and on foot. Station parking facility sizing and design is balanced with the need for good multi-modal connections in order to serve the needs of the region as well as local communities.

I-522-003

A traffic analysis was performed for the Lynnwood station area taking into account the additional 500 parking spaces that are provided at the station as part of the project. Sound transit will work with the City of Lynnwood to provide mitigation for any traffic impacts caused by the project.

I-523-001

Your comments regarding property impacts and keeping the project south of 200th Street SW are noted.

From: davidlovesjesus7@comcast.net
Sent: Saturday, September 14, 2013 1:08 AM
To: Lynnwood Link DEIS
Subject: Lynnwood Link DEIS

I-523-001

I live in the Cambridge Apartments, on 200th St. SW between 48th Ave. W and 46th Ave. W, really close to Lynnwood Transit Center.

I appreciate that, so far, everything is planned to stay south of 200th St. SW, including option C1, which puts the Link Station on the south side of 200th St. SW, directly across the street from Cambridge Apartments.

I think its very possible I will live in Cambridge Apartments for a very long time. I do not want any project to take away any part of Cambridge Apartments. This project should not destroy any housing, and I appreciate that option C1 goes directly across the street, but does not remove any part of Cambridge Apartments.

Thank you for your time. --- David L. Harbaugh

From: Joanne Ho <joanche@gmail.com>
Sent: Sunday, September 15, 2013 11:35 PM
To: Lynnwood Link DEIS
Subject: question regarding 1st Ave N & 117th St

Hello,

I-524-001 | Apologies for not being able to make it to any of the public open houses for the Lynnwood Link. I have a question regarding the segment between Northgate Transit Center and 130th. The DEIS says that 1st Ave N will need to be altered at the junction with 117th, but it doesn't say exactly how it will be altered. I live near that intersection, and how that part is built is important to me. Can you please provide some insight into the plans for how that location will be affected by the plan?

I-524-002 | Secondly, I would like to show support for the option with a Link stop at 130th and I-5 junction. Who do I convey my support to?

Thank you for your attention.

Kind regards,

Joanne Ho
mobile: +1 (206) 850-8945
blog: www.powerhouse360.com

I-524-001

None of the alternatives evaluated in the Final EIS would require realignment of First Avenue NE at NE 117th Street. First Avenue NE would be realigned farther north in sections around NE 160th Street. The NE 117th Street overpass would be reconstructed with Alternative A1. See Appendix F of the Final EIS for the project's conceptual designs.

I-524-002

Your preference for a light rail transit station at NE 130th Street is noted. By submitting your comment letter on the Draft EIS, your comment was given to Sound Transit for consideration in identifying a Preferred Alternative in the refinement of the Segment A alternatives evaluated in the Final EIS.

From: buck.norris@comcast.net
Sent: Sunday, September 15, 2013 10:01 PM
To: Lynnwood Link DEIS
Subject: Save Latvian Community Center

I-525-001

I am writing to express my concern about the possible impact of the Sound Transit Lynnwood Link Extension on the Latvian Lutheran Church and Community Center in North Seattle. The Draft Environmental Impact Statement for this project fails to recognize the importance of this facility to all of the Baltic communities in the Pacific Northwest. The Latvian Center is not merely a church used for a few hours each Sunday. It is the hub of social and cultural activities for Latvians, Lithuanians, and Estonians throughout the region. It is used throughout the week for a variety of cultural, educational, social, and religious events. Any negative impacts on the Center's ability to function will have serious ramifications for thousands of families who depend on it to maintain ties with their heritage.

As a Lithuanian-American, I have been involved in Lithuanian and other Baltic community activities since 1984 and thus have spent countless hours at the Latvian Center attending cultural celebrations, social events, dance practices as both teacher and participant, weddings, and funerals. Because my own family lives on the other side of the country, the Lithuanian community here is my extended family. Participating in activities at the Latvian Center has provided me with the ability to pass on my culture to the next generation. My son, who is now 22 years old, literally grew up at the Center, having attended his first celebration of Lithuanian independence when he was less than 2 months old. He went on to become a member of the Lithuanian dance groups Lankas and Linas and as such participated in Lithuanian dance festivals in Chicago that drew dance groups from literally all over the world. He developed strong relationships with other Lithuanian-American children that last to this day, and his appreciation of our culture would not have been possible without these relationships and a place to form them. His involvement with the Lithuanian community growing up laid the foundation for his interest in and appreciation of all world cultures. In fact, he graduated from college this year with a bachelor's degree in International Studies.

Our Lithuanian community ties have been cemented by having the Latvian Center available to us. Being a relatively small community in the Northwest, we Lithuanians do not have the resources to build our own Center and have depended on our Latvian friends' generosity in allowing us to use theirs. Closing the Latvian Center would have a devastating effect on our ability to flourish as a viable cultural entity.

While I recognize the importance of extending light rail to the north suburbs, I urge you to engineer the project in ways that will have minimal impact on the Latvian Center. All of the involved communities need to maintain constant and consistent access to the Center throughout the construction period. In addition, the Latvian Center needs to be able to function normally as it has for more than 4 decades in its present location after construction is finished and the light rail system is in operation.

I-525-001

Thank you for your comments describing the cultural importance of the Latvian Evangelical Lutheran Church to you and the Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

In these days when American culture becomes ever more homogenized by consumer-based corporate influences, government should do everything possible to promote cultural diversity. Everyone who lives in the Puget Sound region benefits from its cultural richness directly or indirectly. Please allow our Baltic communities to continue to thrive by reducing negative impacts on the Latvian Center in whatever ways possible. Thank you for your attention.

Jeanette Norris
4310 Bagley Ave N
Seattle, WA 98103
Phone: 206-634-3753

From: Eriks Raisters <raisters@comcast.net>
Sent: Saturday, September 14, 2013 12:43 PM
To: Lynnwood Link DEIS
Cc: Raisters@Home
Subject: Comments on Lynnwood Link DEIS

September 13, 2013

Sound Transit

Draft EIS Comments

c/o Lauren Swift

I-526-001

I would like to take the opportunity to comment to Sound Transit on your Lynnwood Link Draft Environmental Impact Statement (DEIS). I think, with all of the testimony at your Open House meetings, as well as comment letters from individuals and organizations associated with the Seattle Latvian Church and Community Center, at 11710 3rd Avenue NE, you are beginning to understand the importance and uniqueness of this facility in the Pacific Northwest.

I was born in Seattle and christened in the previous church facility on Densmore Avenue, but moved away before that facility was taken by the City of Seattle. When I returned to Seattle in 1975, I spent many happy years dancing folk dances with Trejdeksnitis in the hall. I also married my wife and christened and confirmed both our sons in the current church, so the facility has very deep ethnic and religious meaning to me. Our sons also attended Latvian school and danced with the folk dance group and are still active in Latvian activities and speak the language. Without this facility built by our parents, none of us would have had a chance to learn our ancestor's language, history and culture.

I am now able to give back to this community by taking several leadership roles, as vice president of the board of the Latvian Evangelical Lutheran Congregation of Seattle, past secretary/treasurer of the folk dance group Trejdeksnitis, past administrative director of the 1992 West Coast Latvian Song Festival organizing committee's folk dance performances, and secretary of the State of Washington chapter of fraternity Lettonia. This is the second, and in some cases third, generation of Latvian-Americans who now lead the community organizations – all made possible by the hard work of parents and grandparents who arrived in Washington from the Displaced Persons camps of Europe, often with little more than the clothes on their backs, their education and tenacious spirit.

The activities provided for youth at the Center have kept them busy and out of trouble, and established life-long friendships. It has also allowed them to travel to Latvia, most recently to perform in the 2013 Latvian Song and Dance Festival, with the capability to speak the language and understand the culture. The multi-generational nature of our community is difficult to find elsewhere in American culture.

1

I-526-001

Thank you for describing the importance of the Latvian Church to you and the Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-526-001

I hope that you will find a mutually acceptable solution to the impacts on the Center, as outlined in the official letter from the joint owners of the property you will receive, that will allow it stay in its current location and provide uninterrupted service to the Baltic community.

Sincerely

Eric Raisters

10507 64th Place West

Mukilteo, Washington 98275

From: Gayle Sreibers <gsreibers@hotmail.com>
Sent: Saturday, September 14, 2013 6:02 PM
To: Lynnwood Link DEIS
Subject: Draft EIS Comment Regarding Impact on Latvian Lutheran Church and Community Center

I-527-001

As an American-born woman, married to a second-generation Latvian, I have been blessed to share in the rich religious and cultural activities of Seattle's Latvian Lutheran Church and Community Center. My husband and I were married over 36 years ago in the Latvian Church. Our two children, Peter and Lara, were baptized in the church and both attended and graduated from Seattle's Latvian School, housed in the community center. Lara was confirmed in the Latvian Church at the age of sixteen, and Peter and his fiancée, Lauren, will be married in the Latvian Church next summer.

As my interest in Latvian culture has grown over the many years, I have learned to cook a variety of Latvian dishes and now coordinate and teach Latvian cooking classes at the Latvian community center. To further enhance my involvement in Latvian activities, I participated for several years in a Latvian language class, tailored for non-Latvian speaking adults. To this day, I frequently contribute to, participate in and enjoy the many activities offered at our church and community center.

Clearly, I embrace what Seattle's Latvian Lutheran Church and Community Center offer to me personally, to my family, and to the Seattle Latvian community as a whole.

Sound Transit's Draft EIS, which discusses extension of the Link Light Rail System from Northgate to Lynnwood, troubles me deeply, as I understand the alignment of it will possibly severely limit or even eliminate our access to our church and center, putting ongoing existence of our community at great risk.

I urge the Sound Transit Board to recognize the intrinsic value of our church and center to the Latvian community on the west coast of the United States and Canada and maintain it at its present location.

Gayle Sreibers
gsreibers@hotmail.com
425-743-6170

I-527-001

Thank you for describing the importance of the Latvian Lutheran Church and Community Center to you and your family. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained.

From: Lara Sreibers <lsreibers@gmail.com>
Sent: Sunday, September 15, 2013 10:03 AM
To: Lynnwood Link DEIS
Subject: Draft EIS Comment - Latvian Church and Community Center

To whom it may concern,

I-528-001

I am currently an international graduate student at the University of Edmonton in Alberta, Canada. I've recently learned from both my family as well as longtime Latvian friends in Seattle of Sound Transit's Draft EIS which discusses extension of the Link Light Rail System from Northgate to Lynnwood, passing in close proximity to or possibly even directly through the property on which Seattle's Latvian Lutheran Church and Community Center are located. I find this information unbelievable and impossible to comprehend.

For my entire life, I've been closely tied to the church and community center. I was born in Seattle in 1990 and was baptized at the Latvian Lutheran Church. From the age of five to thirteen I attended and graduated from Seattle's Latvian Saturday School. As a high school student, I danced with Seattle's Latvian dance group, Trejeksneits. I was confirmed in the Latvian Church at the age of sixteen.

I attended undergraduate college out of state and am now attending graduate school out of country, however I return to Seattle frequently for visits with my family and friends and routinely participate in religious and social events at the Latvian Church and Community Center while I am in town.

Clearly, Seattle's Latvian Church and Community Center have been and continue to be an integral part of my life. Any light rail plans that would either limit or eliminate use of the Latvian church and community center would have a profound effect on me personally, not to mention the Latvian community throughout the entire West coast of the United States and Canada.

I urge the Sound Transit Board to consider the unique nature of our church and community center and maintain it at its present location.

Regards,

Lara Kristine Sreibers

lsreibers@gmail.com

[780-298-3979](tel:780-298-3979)

I-528-001

Thank you for describing the cultural importance of the Latvian Evangelical Lutheran Church to you, the region's Latvian community, and the larger Baltic community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: fmassaro@comcast.net
Sent: Monday, September 23, 2013 12:16 AM
To: Lynnwood Link DEIS
Subject: DEIS Commentary for Lynnwood Link Rail Extension

Greetings,

My name is Frank Massaro of 19522 5th Avenue NE, in Shoreline. I am writing to offer my commentary on the DEIS for the proposed Lynnwood Link Extension proposed by Sound Transit.

- I-529-001** It is my opinion that Option 1, with tracks at grade, a center platform, and a 500 car parking structure located on the west side of I-5 should be the preferred solution chosen as the project moves forward. I feel that this alternative provides the greatest opportunities for our community; both in terms of providing a design for the station that is compatible with our existing neighborhoods, but also one that provides potential for a productive future of the station area.
- I-529-002** I would also like to indicate that I feel that traffic control devices, namely a traffic signal should be installed at 5th Ave NE and NE 185th Street. This is a confusing and somewhat dangerous intersection given the discontinuity of 5th Ave NE at NE 185th Street.
- I-529-003** Similarly, I feel that sidewalks and traffic calming devices will be required in the station area – namely along 5th Avenue NE between NE 185th and 205th Streets. These elements have not been shown in any design alternatives. The impacts will be similar regardless of which alternative design is chosen. These impacts should not be carried on the backs of neighborhood residents and should be planned for in the design of the 185th Street station, and provided by Sound Transit. Most simply put, I am not interested in having a property assessment to install a sidewalk or similar feature on my street as a result of Sound Transit's impact on my street and neighborhood.
- I-529-004** As a member of the 185th Street Station Citizen's Committee, I have been involved in a number of outreach activities that have made contact with a good number of our fellow neighbors. I believe that the preference I have stated above closely echoes that of many fellow area residents, and as a result, the 185th Street Station Committee.
- I am hopeful that the comments submitted both by me and others with respect to our preference for the station design will not be ignored, and that a station that is respectful to the wishes of residents of the affected communities will be the result. I also feel that it needs to be stated that we, who live in the area immediately impacted by this project, are the ones who will continue to make our lives in the area once the project is completed.

Please feel free to contact me at my e-mail address, or by phone at (206) 219-3628.

Sincerely,

Frank Massaro

Shoreline WA

I-529-001

Thank you for your comment stating your preference for the Option 1 layout of the proposed light rail transit station at NE 185th Street with the parking garage on the west side of I-5.

I-529-002

Traffic analysis conducted for the EIS indicates the intersection functions at an acceptable level of service as a stop-controlled intersection. At this location, the Preferred Alternative would realign 5th Avenue NE to better integrate with the I-5 off-ramp and the intersection with NE 185th Street.

I-529-003

The extent of traffic calming designed with the project will be further evaluated during final design. Sound Transit will provide sidewalks for pedestrian access to the station, where they are determined to be necessary due to the project.

I-529-004

Thank you for your comment indicating the proposed Option 1 light rail transit station at NE 185th Street appears to be supported by many with whom you have spoken to in your neighborhood. Your comments, and others submitted to Sound Transit through the community outreach program and during the comment period for the Draft EIS, will be considered by Sound Transit in making their final decision for the Preferred Alternative.

I-530-001

Elaine,

Great talking with you. Please let me know when there will be an on-site visit to the Scriber Creek Park area and I will be there with a few others who know the area well.

I am out of town until September 11, but wanted you to have some information that I've uncovered regarding the Lynnwood Link. It has been very unsettling to find so many discrepancies. The more questions I try to get answered, the more questions I have. Hope this research is helpful for you.

City of Lynnwood, 20015 Cedar Valley Road, "Scriber Creek Park", Neighborhood Park / Open Space – 3.8 acres.

However, Snohomish County Assessor, Parcel 00608400300101, 20015 Cedar Valley Road, City of Lynnwood, 761 parks – general recreation, 4.59 acres.

In addition, this parcel is listed as "City of Lynnwood Scriber Creek Wetlands Park" in Backflow Prevention along Scriber Creek Attachment A-1, Scope of Work., 6/28/11.

Page 4-27 Segment C: Mountlake Terrace to Lynnwood. Alternative C1 – 50 Full Acquisitions
However, Table 4.1-1 Potential property acquisition and displacement C1 total full acquisitions – 80

Table 4.2-2 Estimated area of acreage by land use. C1 multifamily lists .83 acres.
However, The 76 Multifamily units are over 3.0 acres alone.

Table 4.17-5 Potential Construction Impacts on Scriber Creek Park. "Short-term partial closure of the park during construction." **THIS IS THE ONLY NOTATION.**
However, the C2 and C3 categories note noise and visual impacts, yet not in C1.

Table 4.8-1 Streams in study area, Coho Salmon and Cutthroat Trout noted. See figure 3.1c in the DEIS.

OMSF Site Evaluation October 2012, City of Lynnwood: The City was also concerned about the sites proximity and potential impacts to the Interurban Trail (linear park on the south side) and Scriber Creek (salmonid bearing waterway north of the site) and potential loss of flood storage capacity.

However, (Summary) S-20 No adverse impacts on threatened or endangered species. ...in seismically active area therefore, localized geological hazards and risks are possible.

City of Lynnwood, Chapter 17.10, Environmentally Critical Areas: 17.10.060 Stream – Rating.
A. Category I. The following streams are classified as **Category I: Scriber Creek**, Swamp Creek, Lunds Creek and Halls Creek. The Sensitive Areas Ordinance requires buffers from the nearest development.

However, 17.10.062 Stream alteration allowed.

A. All Category I streams shall be preserved. The city may only allow alteration of Category I streams when approved under LMC 17.10.048 and 17.10.049.

A. An application for a reasonable use exception containing the elements required in LMC 17.10.049 shall be filed with the department and shall be considered by the hearing examiner at a public hearing under Process I (LMC 1.35.100 through 1.35.180).

S-20 Water resources – the Segment C alternatives could place structures in the Scriber Creek Floodplain.

However, S-31 C1 would have columns and a section of the elevated guideway within the Park

I-530-001

These comments were submitted by Linda Willemark previously. See response to comment I-386.

Native Growth Protection Area. Sign Installation Guidelines Sign placement shall be up to the approval of Snohomish County. All signs must be secure and permanent.
However, there are at least 7 signs which our group has found on the C Alternatives property. One sign is only 50 feet away from 52nd Ave W. With the dense wooded area it is difficult to note with any accuracy how many more signs there actually are.

Table 4.1-1 Property acquisition list includes Multifamily use.
However, Table 4.1-3 Property available for relocation has NO Multifamily listed

Figure 4.17-4 Scriber Creek Park Potential Impacts with Alternatives C1 and C2.
However, Scriber Lake Creek is labeled where Scriber Creek is.

Page 1-4 1.3.1 – Aquatic Species and Habitat, 1.3.2 – Vegetation, Terrestrial Wildlife and Wildlife Habitat and, 1.3.3 – Wetlands. *They talk about looking at impacts 100-200 feet outside the direct project area. Sprague's Ponds are across the street from Scriber Creek Park and I've read no mention on the impacts the Light Rail would have on that waterfowl and wildlife area.*

1.4.3– Avoiding and Minimizing Impacts on Sensitive Ecosystem Resources. *If Sound Transit's first priority is to avoid impacts to sensitive areas, then why are they building on a wetland, watershed, and wildlife habitat?*

I-532-001

To Sound Transit and the Counsel,

I understand Shoreline voters voted in light rail sometime back, although I don't recall when exactly this occurred. Now that Shoreline is in the planning stage, they have had meetings and asked for comments regarding their various plans. They no doubt are doing this as a courtesy so that Shoreline's residents feel they are a part of the decision making process. However, I question if consideration is being given to these comments, as it appears Shoreline has for the most part made up their mind on many aspects already. I feel that those decisions made by counsel members should have been voted on by we the citizens. I feel that until the rail is built and it is determined what the actual usage is, we should not be building new stations and garages, but use the stations and garages currently used by the bus systems. Oregon and other areas with light rail experienced much less usage than what was projected.

I-532-002

I do not feel a station should be built at 185th. That would make the stops too close together. The existing garage near Ballinger along with the current 145th station should be sufficient. We should use what we have and not waste money. Usage is a big "IF" at this time. Also, residents on the east side of the freeway should not be uprooted or exposed to all the noise a train would bring. This is very unfair to those living in that area. Put yourself in their shoes. I wonder how you counsel members would feel if you lived in the area affected by these changes. Shoreline needs to slow down and stop spending. The Federal government is broke and cities and states should limit the amount they are requesting and getting.

I-532-003

In the end, we the people are the ones who end up paying for it with higher taxes etc. I challenge you the counsel members to take a more conservative approach. When all is said and done, you will be responsible for spending our money and not considering what we the people want. You need to put these prospective issues to a vote and not decide for yourselves what we the people need. That is not a democracy. We should want Shoreline to be a different type of city-a city that involves all of its citizens and not dictatorial like the government is becoming.

Thanks for reading this letter. A concerned Shoreline resident,

Sherri Andersen

I-532-001

Your comments are noted.

I-532-002

Considerable analysis was conducted to determine the number, location, and amenities to be located at each of the proposed light rail transit stations prior to the selection of the alternatives for evaluation in the Draft EIS. Rather than distance between proposed stations, the more important factors are the forecasted number of residences (single family, apartments, or condominiums) and forecasted number of jobs within proximity of the station site. Peak use of the light rail system is primarily determined by commuters leaving homes and traveling to jobs in the peak morning and late afternoon periods. Please see the *Alternatives Analysis Report* in Appendix K for more detailed information.

The project will be selected and constructed by Sound Transit, partially with FTA funding, not the City of Shoreline.

I-532-003

Your comments and concerns are noted. However, Sound Transit is not involved in the governance of the city of Shoreline.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

- Will see

Comments

I-533-001

Don't depend on Federal Grants. The Federal Gov. is Broke. Don't put their debts on the backs of the younger generations.

Go slowly stop the train at Northgate & pay it off! If voters could vote now they would not vote for the train.

Is anyone listening to the people? So many people are unhappy with Sound Transit.



I-533-001

The Lynnwood Link Extension is part of the Sound Transit 2 system expansion that voters approved in 2008. Sound Transit's financial plan has assumed that the agency would secure some federal funding for this project; therefore, Sound Transit plans to pursue a grant through the Federal Transit Administration's New Starts program.

I-534-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Shirley Resident
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP CODE: _____
 E-MAIL ADDRESS: _____

to for project email updates Why?

to hear from you. Comments can be about anything related to the project, ranging from observation to discussing technical aspects of the environmental analysis. The extended deadline is September 23, 2013. All comments received or postmarked by this date will be



WE CARE

Dear Postal Customer:

We sincerely regret the damage to your mail during handling by the Postal Service. We hope this incident did not inconvenience you. We realize that your mail is important to you and that you have every right to expect it to be delivered in good condition.

Although every effort is made to prevent damage to the mail, occasionally this will occur because of the great volume handled and the rapid processing methods which must be employed to assure the most expeditious distribution possible.

We hope you understand. We assure you that we are constantly striving to improve our processing methods in order that even a rare occurrence may be eliminated.

Please accept our apologies.

Sincerely,

Your Plant Manager
 Processing & Distribution

is about your
 you do anything
 their concerns.

se Comments will

are any plans

will any more studies

it? Do the people

should be spent on

the people want!

stations & garages

o. we need better

Thanks what the

roads/Buses will suffer because of the

we be the center of

is going to redefine

the city.

it List to Shoreline



I-534-001

Unfortunately, your comment form was damaged by the post office en route to Sound Transit, and we were unable to read it to provide a coherent response. With no name or address, we were unable to follow up with you. Thank you for taking the time to comment on the Lynnwood Link Extension. Please see the Final EIS for information about the Preferred Alternative and updated information about the alternatives evaluated in the Draft EIS.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David Lantholet

ADDRESS: 20316 32ND AVE N.

CITY: LYNNWOOD STATE: WA ZIP CODE: 98036

EMAIL ADDRESS: DAVID.LANTHOLET@YAHOO.COM

☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

I-535-001

Comments I recently bought a house on 32ND AVE N. NEAR THE CORNER OF 204TH. I AM OPPOSED TO THE PROPOSED C1 & C2 ROUTE FOR MANY REASONS OTHER THAN IT BEING THE FIRST THING I SEE EVERYTIME I STEP OUT MY DOOR ALONG WITH THE AUDIBLE NOISE. I AM ALL FOR PUBLIC TRANSPORTATION - I TAKE COMMUNITY TRANSIT*511 TO WORK AND BACK FIVE DAYS A WEEK ANY I KNOW THE CONTINUATION & CONSTRUCTION OF THE LIGHT RAILS IS INEVITABLE, I FEEL THE PROPOSED C3 ROUTE WOULD HAVE THE LEAST IMPACT TO THE FAMILIES, HOMES, AND BUSINESS IN THE COMMUNITY. THIS IN SHORT REFLECTS WHY I AM OPPOSED TO THE CONSIDERATION OF THE BUILDING EITHER THE C1 OR C2 ROUTE. PLEASE focus on the C3 option.

THANK YOU.

David Lantholet

SOUND TRANSIT
RIDE THE WAVE

I-535-001

Your opposition to Alternatives C1 and C2 and your preference for Alternative C3 are noted.

I-536-001

Your preference for Alternative C1 is noted.

From: BOUDRISSA, ZOHRA <zb6635@att.com>
Sent: Wednesday, August 21, 2013 2:25 PM
To: Lynnwood Link DEIS
Subject: Comment on DEIS - Lynnwood Light Rail Extension

Hi, I'd like to submit my official comment on the DEIS for the Lynnwood Light Rail Extension.

I-536-001

I think C1 is the best route due to less impact to the wetlands.

Sincerely,

Zohra Boudrissa
Resident of Cedar Creek
(4820 200th St SW B304, Lynnwood, WA 98036)

Lynnwood Link Extension



Draft EIS Comment Form

Submit your comments by September 23, 2013

Summ

NAME: David Buitenveld
ADDRESS: 1910 4th Ave E #109
CITY: Olympia STATE: WA ZIP CODE: 98506
EMAIL ADDRESS: davidb@beluga software.com
☒ Please sign me up for project email updates

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Comments

Hello,

I have had the pleasure of being part of the Seattle Latvian community for over 20 years. It has been an honor to share with this rich, vibrant community weddings, funerals, celebrations, and times of grieving - all centered around the Seattle Latvian Center.

It seems to me a cruel irony to disrupt and displace this community from their spiritual center, when their original members came here, largely, because they were disrupted and displaced from their homeland.

Sincerely,

SOUNDTRANSIT
RIDE THE WAY

I-537-001

Thank you for your comments about the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Diana Chism <diana_chism@yahoo.com>
Sent: Tuesday, August 27, 2013 12:53 PM
To: Lynnwood Link DEIS
Subject: Losing our Latvian Cultural Center
Attachments: Latviesu nams - Diana Chism.docx

First, I would like to thank you for providing multiple forums for feedback, as I attended many of the townhall meetings for the Lynnwood to Northgate extension, but was not comfortable standing up to present my thoughts. I do support light rail and mass transit in general, and am very excited to see Seattle moving forward in this direction.

Attached is my formal letter with thoughts and feedback! Please let me know that you have received and are able to read the attached Word document.

Thank you!

-Diana

I-539-001**Fulfilling a dream!**

The future of the Latvian Evangelical Lutheran Church and Center (Latvian Center), located at 11710 3rd Ave N.E. Seattle, WA is currently being threatened by Sound Transit's plan to run a light rail line from Northgate to Lynnwood. While the collective Latvian Church and Latvian Association of Washington State boards continue to work on our joint formal response to the Sound Transit DEIS (Draft Environmental Impact Study), I wanted to respond from my personal experiences with our Latvian Center.

I was lucky enough to still have a Grandmother into adulthood and to be able to hear her stories about Latvia, as she lived a very long life into her 90's. She spoke of the hardships leaving her country to go "somewhere safe" – traveling with three small children and pregnant. Leaving with only what they could carry, they escaped Communist rule and first fled to a Displaced Person Camps in Germany. After several years there, they finally ended up in Washington State, sponsored by a Lutheran Church that gave their pledge that the Latvians arriving would be hard working, trustworthy, respectful, law abiding citizens of their new country. My mother was 9 years old when she first came to America, my father a little older as he first spent time in England. They have fulfilled their promise of being exemplary citizens of very high character and integrity.

Growing up in a Latvian family was unique. I knew I was different from my friends. I spoke a different language from birth, had activities outside of school that my friends didn't understand, I couldn't always participate in weekend events because I had to attend Latvian school. It was as if I lived two separate lives, with different sets of friends and activities. Some weeks I would travel from Lynnwood to Northgate (with my family) to functions five (or more) days out of seven days of the week. Choir practice, folk dancing, confirmation studies, Latvian School (where we learned Latvia's geography, Latvian grammar, history of Latvia, religion, Latvian literature – ALL in our native Latvian tongue), and then special performances from various Latvian groups traveling to Seattle from Australia, Latvia, Sweden, England, Germany – all parts of the world. It was a very, very rich life that has helped me better understand other cultures and ethnic diversity. I still remain very active in our Latvian Society and am often at the Latvian Center - attending church services /funerals/christening/confirmations, performing with singing groups, assisting with the Christmas Bazaar/and other activities, and attending a variety of traveling productions that we are fortunate to be able to accommodate in our Latvian Center.

My "growing up Latvian" culminated this year as I fulfilled a lifelong dream to visit Latvia and sing in the Worldwide Latvian Song and Dance Festival. The Latvian Song and Dance Festival is an important event in Latvian culture and social life and has been held since 1873, normally every five years. Our strong culture and unified feeling even kept these festivals alive during soviet and other occupations. The festival in 1990 played a pivot role in the singing revolution and the eventual restoration of Latvia's independence a year later. I have dreamed of singing in this festival all of my life. I sang this summer; united with 15,000 other singers, in a beautiful outdoor amphitheater to another 15,000 spectators...it was beyond all expectations, surreal and beyond words. The other altos next to me were from various parts of Latvia, some from Australia, from Sweden, Norway, all over the world...there were Latvians from over 400 choirs singing together in this most sacred, exalted event. Singing our National anthem

I-539-001

Thank you for sharing your family history and describing the importance of the Latvian Center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-539-001 | the first day, I was overwhelmed with emotion. With tears streaming down my face, I looked up to the sky thanking my father (who is buried in Jaunsaule, Latvia where he was born) and my mother who was home in Seattle, for the incredible gift of my Latvian heritage. I did not make it easy for them growing up, but understand the great gift they have given me, now.

Without our Latvian Center, none of this would have existed for me. I am sure I would still be of good moral character and be respectful and have integrity, but I would have half of the life I now have. Please, Sound Transit, do not take our Latvian Center away. It is unacceptable and heartbreaking to even think of the elimination of this type of community gathering place for future generations!

Thank you for your time and attention!

Diana K Chism
7741 S Mission Dr
Seattle, WA 98178



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dan Dale
 ADDRESS: 1034 NE 187th
 CITY: Shoreline STATE: WA ZIP CODE: 98155
 EMAIL ADDRESS: danieldale@gmail.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Respective Based Members,

- I-540-001 PLEASE be mindful of placing a station in a neighborhood. As you look to plan a station for 185th, please ^{remember} ~~be~~ everything that it is not - Not on a major arterial - not the U-district, not Northgate, not MLK way, not MLT transit footprint - but a neighborhood of single family homes.
- As a homeowner, voter, taxpayer that moved to Shoreline for the (more affordable than Seattle) houses, schools, parks - please look through the mindset of homeowners in the immediate area to help shape your planning.
 - * Please distribute the impact of a station by placing the garage on the west side of I-5 - regardless of what plan station happens south!



I-540-001

Your concerns about the NE 185th Street Station are noted. The Sound Transit Board identified its Preferred Alternative, which includes parking for the NE 185th Street Station on the west side of I-5. Sound Transit will not make a final decision about what gets built until after the publication of the Final EIS.

I will follow-up more via Email. Thank you for your consideration, Dan Dale

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: IVARS GRAUDINS
ADDRESS: 3902 San Mar Dr. NE
CITY: Olympia STATE: WA ZIP CODE: 98506-5248
EMAIL ADDRESS: klausies@comcast.net
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-541-001

I have been a member of the Latvian Lutheran Church and Community Center since it was built and the activities at that location are an important part of my life. After examining the Lynnwood Link Extension draft plan I'm very concerned that the preferred route, that runs right past the front door of the church will make that location untenable due to the noise and vibration from the passing trains.

Please take another look at the "5th Avenue Option" as an alternative for this project.



I-541-001

Your concerns about the potential impacts on the Latvian Evangelical Lutheran Church and community center are noted. At the church location, there would be a wall built between the church property and the light rail guideway with the Preferred Alternative. See Figure G-17 in Appendix G of the Final EIS for a visual simulation. Section 4.7 of the Final EIS discusses noise and vibration impacts from the project.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME:

ADDRESS:

CITY:

STATE:

ZIP CODE:

EMAIL ADDRESS:

☒ Please sign me up for project email updates

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Comments

Please go with option
A1, with the station at
grade and parking on the
west side of the freeway.
I believe this would provide
maximum access and minimum
impact and inconvenience.
Thank you
Dale Herauf



I-542-001

Your preference for Alternative A1, including the at-grade station at NE 185th Street and the parking garage on the west side of the highway, is noted.

I-542-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME:  Valdis J Jodais

ADDRESS: 25425 34th Pl S
Kent WA 98032-9725

CITY: STATE: ZIP CODE:

EMAIL ADDRESS:

☐ Please sign me up for project email updates.

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Comments

I-543-001 I am bitterly disappointed about the proposed Light Rail plan to disrupt in a major way the well being and perhaps even destroy the existence of the Latvian Lutheran Church and Cultural Center by constructing the Light Rail link between Northgate and Lynnwood. In my lifetime we were forced by the dictatorial regime to leave Latvia with just what we had on our backs. In the United States we were again driven out of the haven that we were using as a cultural and religious Center. Now we are facing a similar fate for the third time.

We believe that the Sound Transit has not fully examined nor addressed and given clear responses to our concerns. Frankly, I feel that the Sound Transit doesn't care, except that we are not faced with death this time. There is no meaningful rail alignment option given where the rail bed could be moved few feet westerly. There has been no meaningful concern about the noise, vibration, lights and radio interference nor is there evidence of geotechnical studies having been performed. You have given minimal, if any, concern about the cultural, ethnic and religious impact that this would cause to a very large group of people.

For that reason we respectfully request that you seriously review your plan and provide us with some other workable alternatives.



I-543-001

Your disappointment with the potential displacement of the Latvian Church is acknowledged. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

The EIS has evaluated the areas of concern you note. For the evaluation of potential noise and vibration impacts, see Section 4.7. For potential visual impacts (light), see Section 4.5. For potential radio interference impacts, see Section 4.13. For potential geology impacts, see Section 4.11.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Lara Johnson

ADDRESS: 2800 Franklin Ave. E. #2

CITY: Seattle STATE: WA ZIP CODE: 98102

EMAIL ADDRESS: _____

☐ Please sign me up for project email updates.

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I-544-001

It is my understanding that the current Lynnwood Link Extension project would require the destruction of the current Latvian Center and church in Northgate. I hope that this can be prevented. The Latvian Community is very passionate about their current building and location - much work has gone into making the Latvian Center what it currently is. The current center provides access to many aging Latvians (who may have trouble with stairs) and a caretaker's house on the property - both of these aspects are important to the community. I hope the plans can be revised so the current building for the center is saved. There is much love and history in that building and a new one could never truly replace it.



I-544-001

Thank you for your comments regarding the Latvian Center and church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

18739 12th Ave NE
Shoreline, WA 98155
September 21, 2013

Sound Transit

Draft EIS Comments to Lauren Swift
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Swift and Sound Transit:

I am a newly-retired RN who has lived in
her home on 12th Ave between 187th and 188th streets
for 12 years.

I-545-001

I am writing to express my belief that
Option A1 is the best plan for the Lynnwood Link
Extension.

- An at-grade station would be less noisy and less
visually distracting.

- Placing the parking garage on the West facilitated/preserved
commuter access via Meridian Ave, an established
arterial. I'm concerned about the route commuters
coming from Lake Forest Park would take to and from
the station. 188th street is dangerous at the current
level of use; it is narrow with a blind hill/rise.
Placing the parking garage on the E side would invite
commuters to use 188th, which cannot accommodate
more vehicles.

- Please build for 500 parking spaces. Commuter parking
on our narrow, sidewalk-less streets would greatly and
negatively impact residents' quality of life.

I-545-001

Your preference for Alternative A1 and concerns regarding
neighborhoods, traffic, and access are noted. The Preferred Alternative
places the NE 185th Street Station park-and-ride garage on the west
side of I-5 with access to 5th Avenue NE. Parking is being planned for
500 spaces with pedestrian improvements across I-5 between the park-
and-ride garage and the station.

I-545-001

- Please respect our valuing of our green spaces
and trees and choose plans that preserve them
as much as possible.

Thank you for giving this your consideration.

Sincerely,



Mary K. Knoll

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Dina macs
 ADDRESS: 1910 4th Ave E #109
 CITY: Olympia STATE: WA ZIP CODE: 98506
 EMAIL ADDRESS: dina macs @ the chicken coop

☐ Please sign me up for project email updates

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I-546-001

Nearly Weekly for the past 22 years
 Comments I've driven from Aberdeen Olympia Tacoma Seattle to join with my Latvian community through dance, song, school, church, various holiday functions, fundraisers, and weddings - even my little sister's wedding reception. They say there is a power to place - this is certainly the case for me. So many memories, joy, + sorrows woven into my life, and into the walls of the Latvian center. My emotional connection to this place is huge, and my weekly pilgrimages fuel me for my work, serving humanity through my clinical practice as a doctor of physical therapy, and as an adjunct professor at the University of Puget Sound. My father came to America with his immediate family after years in a displaced persons camp in Germany. Most of the rest of my family was murdered in WWII, and my family lost their wealth, their land, their jobs + place in society. Their lives were disrupted forever. With countless volunteer hours and the sweat of their labor and craftsmanship, they + others like them poured their longing for home into places like the Latvian Center. The building is symbolic, infused with an ache for home, and these immigrants, and I, a 1st generation descendant, created home and community in this place - this precious wonderful community center, school, choir + dance rehearsal space, and church. This place is sacred. It matters. This is home. Please help us respect and care for our precious home. We've lost so much. Please help us protect + protect our sacred space. Sincerely Dina macs DPT DCS PPT

I-546-001

Thank you for describing the importance of the Latvian Center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

From: Iwata, Roger
Sent: Friday, August 23, 2013 1:36 PM
To: Lynnwood Link DEIS
Subject: FW: Seattle Latvian Evangelical Lutheran Church and Center

From: Madara McFarlane [<mailto:madara.mcfarlane@gmail.com>]
Sent: Wednesday, August 21, 2013 8:03 PM
To: Dixon, Rhonda
Subject: Seattle Latvian Evangelical Lutheran Church and Center

I-547-001

I would like to express my deep concern about the threat to the Seattle Latvian Evangelical Lutheran Church and Center as a result of the proposed Lynnwood link. This church and center has been such an important cultural hub for my family and all the Latvians, Lithuanians and Estonians in the Seattle area. It is a place where my children have learned of their heritage and would be impossible to replace. It continues to be a center for all our important cultural traditions. Please consider preserving our center in your plans!!

I-547-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-548-001

To Sound Transit and the Counsel,

I question all the decisions made by the Shoreline Counsel. I believe Shoreline makes many decisions that are never voted on by the people and that is not fair. Many people voted for light rail, but they didn't have all the facts. For example, where the stations would be, who would be impacted etc. Will people get out of their cars to even take the rail and how will that affect the buses?

Shoreline spends so much money. For example the trail from 150th to 200th cost some 13 million dollars. I rarely see people even walking on this trail. WASTE, WASTE, WASTE is Shoreline's motto.

Most of the decisions about light rail affect people east of the freeway. Yet those west of the freeway should not just think of their own interests. Each and every aspect of this light rail should be voted upon. Perhaps they move too quickly without thinking of the consequences. Let's slow down and reconsider the consequences. Also a station at 185th is a poor location. I live in Edmonds and would never use that station. Perhaps I would use the Ballinger area. That is a better location. Still in this economy we should think twice about all these decisions and put things before the people to vote on. Example: plastic vs paper bags. The community should vote on everything

Personally, I'm against light rail. I question if it will really be used, and now we're in competition with buses. If the rail sits vacant, who pays all the costs? I'm really concerned about Shoreline and how they do business.

Please think seriously about this rail and where the stations will be located. Thank you for reading this letter. A concerned citizen,

Carolyn Moore

I-548-001

Your comments against light rail are noted. The Sound Transit 2 package that voters approved in 2008 included this project and indicated likely station locations. The City of Shoreline is not a financial partner for the Lynnwood Link Extension.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Indra M. Ozolnicks
 ADDRESS: 1534 - 4th ST.
 CITY: Nikkland STATE: Wa ZIP CODE: 98033
 EMAIL ADDRESS: IndraOz51@gmail.com
☐ Please sign me up for project email updates

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** Sincerely Indra Ozolnicks*

Comments

I-549-001

*In 1944 my parents and sister left their home in Latvia with my Dad's neighbor and best friend and family, as the tanks and the front approached three miles from their homes. My grandparents, all my aunts and uncles and cousins were left behind as the borders closed and the communists took control. They lived in (my parents) Displaced persons camps in Germany for 7 years until they came to America. I was born 2 yrs later. The Latvian Center became a place for all of us to get together as a family - especially those with none. My father was a builder, he helped build the Center with many others who are now gone. The Center was a place to learn the Latvian Culture and Language. I was a single parent but I raised two University of Washington graduates. I contribute this to what I learned and passed on as a Latvian. The Center was paid for by hand working Latvians. Please consider alternative and save the Center. **

I-549-001

Thank you for describing your family's history and the importance of the Latvian Center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

This applies to all Light Rail Stations.

- I-550-001** | **1. Residents need to vote on these decisions and demand that they be voted on.** Just because people voted for light rail does not mean they have agreed to all the light rail plans. They should be aware what each station costs, decide how many we need and vote on where they would be located. They should know how many people will be impacted, and the number of homes and businesses that need to be relocated. All the impact is on the East side of the freeway. Decisions are made by an elected few. Most, if not all, are living on the West side of the freeway. They were elected to represent all of the people. People believe they have already made up their mind on what they are going to do and these meetings are just to let the people vent. I agree.
- I-550-002** | **2. Any stations should be located near the already existing freeway exits and already existing parking areas, not in the middle of the communities. Traffic will increase making it unsafe and crime will increase as well.** Making a 500 car parking garage and trying to bring cars into the area will destroy the quality of people's lives. The 185th station is a perfect example. Seniors and young adults use the churches, senior center, stadium, pool and tennis courts. There is a lot of pedestrian traffic in that area. They don't need more car traffic. Shoreline officials, not the transit company is and has all along pushed for this 185th station and put it in all their options. A better option would be to put it on the North side of Ballinger way. **Shoreline would only need one station at 145th.** The Ballinger way station would be used by Edmonds, Lk Forest Park, Shoreline, Mt Lake Terrace. Shoreline is just diving in and has out of control spending of our already too high taxes and the money from the federal government is also coming out of ours and our children's pockets.
- I-550-003** | **3. Of course they will need riders to pay for this.** The people I have talked to will not be riding the train and they expect trains to be empty like all the bicycle paths are. How much has been spent on bicycle paths? How many people are using them? How much did that overpass cost that is on 155th & Aurora. Shoreline wants to get rid of the single family homes and make multiplexes and microplexes increasing the density for more revenue and put them near the stations so they will have more riders. They say its for the low income and seniors but they need to say this to get money from the federal government. Seniors need to be safe. Crime will increase and traffic will make it unsafe for them. **Again a few people can change the codes and offer building incentives to carry out their vision without the residents voting on them. We are letting a few people determine how we will live. Residents need to be informed with the Pros and Cons and Vote on everything.** We can stop this if we all work together. People need to get involved now. Single family homes are being taken down and builders are getting incentives to do this. Look at the Ballard area and their new plans for microplexes (43 units with only 6 kitchens) on a 5000 sq ' lot where there was one single family home. Drive to North City 175th & 10th Ave. It is starting to look as bad as Ballard.
- I-550-004** | **4. I believe that the best choice for a train would have been to go to Northgate and then Hwy 99.** Others say it should always have followed Hwy 99. They could use existing

I-550-001

The Lynnwood Link Extension is part of the Sound Transit 2 program of projects, which was approved by voters in 2008. The final decision regarding what will be built will be made by the Sound Transit Board after publication of the Final EIS.

I-550-002

Section 3.2 outlines anticipated long-term operation transportation impacts such as increased traffic congestion, and Section 3.6 identifies mitigation measures that Sound Transit commits to implement to prevent a worsening of project conditions without the proposed light rail system extension.

The City of Shoreline is not a financial partner with Sound Transit for the construction and operation of the Lynnwood Link Extension. See Section 5.3.1 for additional information.

I-550-003

Your concerns regarding density are noted. Zoning is the responsibility of the City, not Sound Transit. Section 4.14 discusses safety around station areas. Typically, crime at stations reflects the conditions of the surrounding neighborhood.

I-550-004

Construction of a high-capacity transit system from Northgate to Lynnwood following Aurora Avenue (Highway 99) was considered in early planning studies for the project. Please see the *Alternatives Analysis Report* in Appendix K. The final evaluation showed light rail alternatives along Aurora Avenue would be substantially more expensive due to acquisition of right-of-way along the entire length in order to widen the roadway and lower ridership.

I-550-004

transit parking. Riders would have the option to use bus or train and have it go to Lynnwood and then to Everett. A few stations could be made now and more added as needed. This would be more fiscally responsible. Land for stations could be purchased as it becomes available. Noise would not be a factor.

I-550-005

5. **When there is a decision to have level or elevated they should always choose the one that would not take peoples property. Level uses more property.** When they do take property they should offer 2x the current property value so the person would have a good chance to find a new home instead of being put out of the housing market.

I-550-006

6. The people along the freeway have to constantly hear the traffic and noise from the freeway. **It is unfair to run the train along the freeway increasing the noise and also the additional noise at the stations of the trains arrival and departure.** No one cares about those people. Most of them are older homes, lower income and Seniors. Its more like get out of the way the train is coming and if you don't like it move.

James Peck
P.O. Box 55392
Shoreline WA 98155

I-550-005

Sound Transit developed the alternatives considered in the EIS based in part on their ability to minimize acquisitions, compared to other possible alternatives, but some property acquisitions will be unavoidable. Section 4.1 discusses Sound Transit's mitigation for acquired property.

I-550-006

The noise analysis for the Lynnwood Link Extension uses the FTA impact criteria and Sound Transit mitigates noise impacts to levels below these criteria. Potential mitigation measures for noise are described in Section 4.7.7 of the Final EIS.

Noise walls are planned for all alternatives in this area, either at-grade or elevated, as mitigation for the light rail impacts.



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Selga PetersonsADDRESS: 11716 3rd Ave NECITY: Seattle STATE: WA ZIP CODE: 98125EMAIL ADDRESS: namamate@hotmail.com☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I am writing in regards to the impact the current option will have on the Latvian Lutheran Church & Culture Center in Northgate. I am the caretaker and have been for the last 26 years. This complex is more than you can imagine. We have visitors here from all over the world.

Please reconsider. Save our Church!

Sincerely,

Selga Petersons



I-551-001

Thank you for your comments about the Latvian Lutheran Church. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives. Elevated alternatives would also require a portion of the church property. The caretaker's house would be displaced, but Sound Transit will help with its relocation, consistent with relocation policies as described in Section 4.1 of the Final EIS.

I-551-001

Oskars Poukens
760 N 7th St., Apt. #4319
San Jose, CA 95112

Comments
c/o Lauren Smith
401 S. Jackson St.
Seattle, WA 98104

September 20, 2013

To Whom It May Concern,

I-552-001

My name is Oskars Poukens, and I am writing regarding the Lynwood Link DEIS issued July 26, 2013. It may surprise you that a comment regarding this situation is arriving from California, but I hope you will nonetheless take my opinion to heart, even though I may not be a member of your voting block. It is my sincerest hope that the time I take now, to write you from over 800 miles away, is not wasted, but helps to bring to your attention the importance of the dire situation which you have created for the Seattle Latvian Community Center.

The Latvian Community Center serves as a Sunday school, church, holds choir practices and dance practices, hosts rummage sales and bazaars, plays and more. It is a wonderful place where we can meet and socialize and strengthen our community bonds. We are fortunate enough to have a center here in San Francisco, and I could not even imagine the hit our community would take if someone were to take that away from us. My friends in Washington have reached out to me and I am writing on their behalf, because any loss in our community is all our loss.

I do not doubt for a moment that the proposed changes – whether “just” losing ingress/egress and parts of the lot, or losing the property as a whole – would be devastating to the Seattle Latvian Community. While I am absolutely supportive of public transportation expansion, I wonder if there are no possible alternatives to this. The Seattle Latvian Center is a unique and irreplaceable place for the Seattle Latvian Community, and it would be wildly difficult if not impossible for the community to replace this building were it taken away from them. Finding another building that so perfectly suits all of their needs would be difficult enough, but at this point in time, thinking financially, I think it would be impossible.

I sincerely hope that the efforts of our community to reach out to you do not go in vain. I am certain that we can find a solution that will still enable an expansion to the public transport line, but no longer put the Seattle Latvian Community Center in peril. I hope that you will work with us to protect this dearly loved fixture of the community.

Sincerely,



Oskars Poukens

I-552-001

Thank you for describing the importance of the Latvian Community Center to you and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Ilze Puķīte
760 N 7th St., Apt. #4319
San Jose, CA 95112

Comments
c/o Lauren Smith
401 S. Jackson St.
Seattle, WA 98104

September 20, 2013

To Whom It May Concern,

I-553-001

My name is Ilze Puķīte, and I am writing regarding the Lynnwood Link DEIS issued July 26, 2013. It may surprise you that a comment regarding this situation is arriving from California, but I hope you will nonetheless take my opinion to heart, even though I may not be a member of your voting block. It is my sincerest hope that the time I take now, to write you from over 800 miles away, is not wasted, but helps to bring to your attention the importance of the dire situation which you have created for the Seattle Latvian Community Center.

The Latvian community is one of the most closely knit communities I have ever had the honor to be a part of. Our culture is a small one, and our home country of Latvia has a population just barely topping 2 million – less than a fifth the size of L.A. However, our people are strong, and united. When Latvia was occupied by the USSR, thousands of Latvian refugees fled the country, and many found safe haven in the United States. There, we found solace in each other, and vowed to keep our language, traditions, and history alive, despite the tragedies back home. To this end, we created Latvian Centers all across America – including Seattle.

These community hubs served as schools, dance centers, churches, choir halls, and homes. They host everything from Christmas bazaars to rummage sales, to folk dance performances and evenings of song. I have fond memories of the Latvian Center in Seattle, when my mom and I would occasionally drive up from Portland, where I grew up, to participate in an event or see a Latvian group performing. These centers provide so much for the communities they serve – they inspire children to take pride in their heritage, they give our seniors opportunities to socialize, and they unite us as a community.

I do not doubt for a moment that the proposed changes – whether “just” losing ingress/egress and parts of the lot, or losing the property as a whole – would be devastating to the Seattle Latvian Community. While I am absolutely supportive of public transportation expansion, I wonder if there are no possible alternatives to this. It is, quite frankly, shocking to me that this plan has gotten so far. I wonder that at no point during the propositions for this expansion did anyone think to wonder what this building was, and, if they did inquire as to its usage, did they really think it should be razed nonetheless? Were this new construction going to have to go through a 7-11, well, I think the world would be quite indifferent, as there is one on every corner. Of Latvian Centers, however, we have very little, and the community it supports would be very hard pressed indeed to find a replacement, let alone afford the move.

I sincerely hope that the efforts of our community to reach out to you do not go in vain. I am certain that we can find a solution that will no longer put the Seattle Latvian Community Center in peril, and I hope that you will take the necessary steps to protect this dearly loved fixture of the community.

Sincerely,


Ilze Puķīte

I-553-001

Thank you for describing the importance of the Latvian Center and the Latvian community. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Lilja PERS
ADDRESS: 6806 27TH AVE NE, SEATTLE WA 98115
CITY: Seattle STATE: Wash ZIP CODE: _____
EMAIL ADDRESS: _____

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

This school is important to me
because Santa won't find us, no
because I were will we go when
we want learn Latvian, Latvian?
This school is important to me &
& everyone else.

From,

Lilja

IN SUPPORT OF LATVIAN CHURCH AT; 11710 3RD AVE
NE, SEATTLE, WA, 98125.



I-554-001

Santa will be able to find you at the Latvian Church for years to come because the Lynnwood Link Extension will not remove the church. You will also be able to continue to learn Latvian there. Thank you for telling us the school is important to you.

I-554-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Lisa MacRandich

ADDRESS: 622 Terrace Ave

CITY: Aberdeen STATE: Wa ZIP CODE: 98520

EMAIL ADDRESS: randichfamily@comcast.net

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

The Latvian center provides a beautiful setting for the Latvian people, family and friends to celebrate our heritage.

Please let us continue to celebrate our roots in our beautiful center.

Thank you
L. MacRandich



I-555-001

Thank you for your comments about the Latvian Center. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-555-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: Rachel Randich

ADDRESS: 1022 Terrace Ave.

CITY: Aberdeen STATE: Wa. ZIP CODE: 98520

EMAIL ADDRESS: randichfamily@comcast.net

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

Please don't close the Latvian center - it means everything to the people who lost their home land.



I-556-001

Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall.

I-556-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: ILZE SEGINS
ADDRESS: 6635 Millstone Ln. SE UNIT 101
CITY: LACEY STATE: WA ZIP CODE: 98513
EMAIL ADDRESS: SEGINS@AOL.COM

☐ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

The Latvian Church and Center have been my second home for the last 40 years. For many of those years my family used the Center 4 to 5 times a week. My son and daughter live in Seattle and continue going to the Center for many different functions. My daughter is already involved in planning for the upcoming Christmas Bazaar. I will also be helping there.

Even after moving to Lacey, WA I continue to make the trip to the Latvian Center (often through traffic congestions around Tacoma and IBLT) so I understand the need for light rail.

I feel that the light rail should run at ground level and hope that access to the Latvian Center & Church is not lost.

Thank you for listening.

Ilze



I-557-001

Thank you for describing the importance of the Latvian Church and Center to you. Following the Draft EIS, the Sound Transit Board directed Sound Transit to develop a Preferred Alternative that would avoid displacing the church. The Final EIS describes the additional engineering Sound Transit undertook to realign 3rd Avenue NE and avoid the potential displacement of the church. As a result, none of the Segment A alternatives evaluated in the Final EIS would displace the church or the church hall. With the realigned street, access to the property has been maintained, although a portion of land on the church property would be acquired for the Preferred Alternative and other at-grade alternatives.

I-557-001

Lynnwood Link Extension

Summer 2013



Draft EIS Comment Form

Submit your comments by September 23, 2013

NAME: David C. WILLIAMSON
ADDRESS: 4800-200th St. SW, Apt. E205
CITY: Lynnwood STATE: WA ZIP CODE: 98036-6362
EMAIL ADDRESS: dcw481@yahoo.com
☒ Please sign me up for project email updates

Sound Transit wants to hear from you. Comments can be about anything related to the project, ranging from giving an opinion or observation to discussing technical aspects of the environmental analysis. The extended public comment period ends September 23, 2013. All comments received or postmarked by this date will be responded to in the Final EIS.

Comments

I, David C. WILLIAMSON, live in the CEDAR CREEK CONDO-MINIUM and have made comments before on objecting (opposing) your C-1 and C-2 alternatives in favor of C-3. I must ask for the geology of the area to be SERIOUSLY noted and acted on ESPECIALLY with EARTH-QUAKES. The Nisqually Earth quake in 2001 was the last one I have personally lived through. At 6.8 on the Richter Scale and its epi-center 32 miles under ground the damage it caused would be mild in comparison to the next Cascadia mega-earthquake. The last occurred on January 26, 1700 (and was about a 9 on the scale) when few people lived here. Brian Atwater of USGS and David Yamaguchi are your best sources. CONSULT for the Scriber Creek wetlands could liquid fact the ground under your piers and lead to collapse in a large quake



I-559-001

Your preference for Alternative C3 is noted. The EIS includes a summary of the geologic hazards that have been identified in the project areas, including the Scriber Creek area. The project design will address identified geologic hazards, and will include earthquake engineering in accordance with applicable building codes. Earthquake engineering includes evaluations of and design for ground shaking, liquefaction, lateral spread, liquefaction-induced settlement, and seismically induced slope instability. The earthquake engineering building codes incorporate USGS research on hazards from identified faults in the Puget Sound area, including the Cascadia subduction zone.

I-559-001

September 23, 2013

Sound Transit
Draft EIS Comments
c/o Lauren Swift
401 S. Jackson Street
Seattle, WA 98104

Dear Lauren Swift and Staff,

I-560-001 40 years ago I helped design the Latvian Center. Edvins Circenis was in charge of the overall design and he and I chose everything that went into the building. Every capable person in the Latvian community helped build the church and the hall next to it, as well as all the school classrooms/meeting rooms on the second level of the hall.

Soon after the center was built my youngest son was christened in the church.

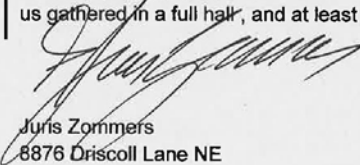
30 years ago we celebrated my grandmother's 100th birthday in the community hall.

During these years all of my kids got up on Saturday mornings, missed the cartoons, and attended school in those classrooms. . For all these years there have been weddings, celebrations of births, christenings, confirmations, folk dance rehearsals and dances, play practice and theatre, community choir rehearsals and community choir performances, ladies aid "quilts", seniors' evenings ---and funerals.

Now my grandkids get up on Saturday mornings and go to the same school as did their fathers. The next generation to take charge is coming right up.

Two years ago my youngest son christened his youngest son and there was a huge celebration in the hall afterwards, as there always is.

Yesterday, September 22, 2013 The President of Latvia, Andris Bērziņš, spoke to all of us gathered in a full hall, and at least 5 generations celebrated that event.


Juris Zommers
8876 Driscoll Lane NE
Bainbridge Island WA 98110

206/842-2525 juris@zommers.com

I-560-001

Thank you for describing the importance of the Latvian Evangelical Lutheran Church to you and your family, and the pictures you sent.



Latvian Hall pictures for Transit 057.jpg



Latvian Hall pictures for Transit 058.jpg



Latvian Hall pictures for Transit 059.jpg



Latvian Hall pictures for Transit 063.jpg



Latvian Hall pictures for Transit 064.jpg



Latvian Hall pictures for Transit 065.jpg



Latvian Hall pictures for Transit 066.jpg



Latvian Hall pictures for Transit 067.jpg



Latvian Hall pictures for Transit 068.jpg



Latvian Hall pictures for Transit 069.jpg



Latvian Hall pictures for Transit 070.jpg



Latvian Hall pictures for Transit 071.jpg



Latvian Hall pictures for Transit 072.jpg



Latvian Hall pictures for Transit 073.jpg



Latvian Hall pictures for Transit 074.jpg



Latvian Hall pictures for Transit 075.jpg



Latvian Hall pictures for Transit 076.jpg



Latvian Hall pictures for Transit 077.jpg



Latvian Hall pictures for Transit 078.jpg



Latvian Hall pictures for Transit 079.jpg



Latvian Hall pictures for Transit 080.jpg



Latvian Hall pictures for Transit 081.jpg



Latvian Hall pictures for Transit 082.jpg



Latvian Hall pictures for Transit 083.jpg



Latvian Hall pictures for Transit 084.jpg



Latvian Hall pictures for Transit 085.jpg



Latvian Hall pictures for Transit 086.jpg



Latvian Hall pictures for Transit 087.jpg



Latvian Hall pictures for Transit 088.jpg



Latvian Hall pictures for Transit 089.jpg

**40 Years of photographs showing why it is critical to save
Latvian Lutheran Church and Community Center**



**40 Years of photographs showing why it is critical to save
Latvian Lutheran Church and Community Center**



**40 Years of photographs showing why it is critical to save
Latvian Lutheran Church and Community Center**



**40 Years of photographs showing why it is critical to save
Latvian Lutheran Church and Community Center**



**40 Years of photographs showing why it is critical to save
Latvian Lutheran Church and Community Center**

I-561-001

Your preference for Alternative C3 is noted. A modified Alternative C3 is evaluated in the Final EIS as the Preferred Alternative.

From: LindaZopfi@aol.com
Sent: Wednesday, September 11, 2013 9:53 AM
To: Lynnwood Link DEIS
Cc: pkrauss@ci.lynnwood.wa.us; jlambert@ci.lynnwood.wa.us; lwata, Roger
Subject: Lynnwood Link - Route C3!!

I-561-001

Hello - would someone kindly acknowledge that this email has been received? I will not be able to attend the community meeting in Lynnwood on Saturday regarding the Route Alignments, and I want to be certain that my opinion/preference is noted and considered.

As a Lynnwood homeowner for 24 yrs, and a home-based small business owner for over 20 yrs, I feel the ONLY possible and acceptable route that should be considered for the track alignments through the City of Lynnwood is the one called "C3". This option not only spares our parks and wildlife, but also homes and businesses and will cause the least amount of interruption to our daily life here in the City we call home.

I appreciate your consideration and I am hopeful that the correct choice will be made. Thank you.

Best,
Linda (Melinda) Zopfi
20026 53rd Place West
Lynnwood, WA 98036

Linda Zopfi
A Zopfi Production LLC
PO Box 1998
Lynnwood, WA 98046
425-670-1220
www.facebook.com/AZopfiProductionLLC

Exclusive Entertainment Producer for [The Groupon Bite of Seattle](#) and [The Emerald Queen Taste of Tacoma](#)

I-562-001

Your preference for a station at NE 155th Street is noted.

From: Minda Tochiara <mytochiara@yahoo.com>
Sent: Sunday, September 08, 2013 9:19 PM
To: Lynnwood Link DEIS
Subject: comments

I-562-001 | I think the station should be at 155th St.